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PACIFIC FISHERMAN

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SIX MEN FAST TO A FISH—Tuna fishing Hawaiian style with six poles bridled to a single hook. (POFI photo.)

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A MILLER FREEMAN PUBLICATION

McKay Would Sentence Fish Traps to Death

• Stunning effect of the Hiroshima atomic bomb was repeated in the salmon industry October 8 when an Associated Press dispatch from Washington announced that Secretary of the Interior McKay would ask Congress to enact a law requiring the Fish and Wildlife Service to eliminate the use of salmon traps in Alaska over a five-year period.

The statement said that Secretary McKay had informed the House Committee on Merchant Marine and Fisheries that the Department of the Interior favored the enactment of such a law. Bills for the elimination of salmon traps have been introduced in each session of Congress since 1932; and there is at present pending in the Merchant Marine and Fisheries Commission a bill by Delegate Bartlett of Alaska along these lines.

Previous bills have failed of favorable action in the committee because they could not command the approval of the Secretary of the Interior, who is charged with the responsibility of Alaska fisheries administration.

The McKay action was the more surprising because there had been no hint whatever that such a change of position was impending. Throughout the Alaska hearing on the Fish and Wildlife Service hearings for 1956 there was no suggestion of such a turn; nor did the Service's Alaska staff seem to expect anything of the sort.

In view of this fact, it is presumed that the decision to do a complete about-face on this controversial question was reached in Washington, D. C., and perhaps at the highest levels of Interior. Timing of the McKay declaration just two days before Senator Magnuson opened his hearings in Alaska on the ills of the fisheries was too pat for mere coincidence.

Previous position of the Fish and Wildlife Service and of the Department of the Interior has been that the controversy over fish traps is an economic fight and has no significant biological aspect. The department has given every evidence of disagreeing with the contention that fish traps are unduly destructive of fish, and has regarded them as a legitimate form of fishing gear, which could be readily patrolled and observed.

• Those with long memories will remember a remark which Secretary McKay made in the spring of 1953 in the course of a committee hearing on Alaska statehood.

At that time, as reported in *Pacific Fisherman* for June, 1953, Congressman Poulson addressed Secretary McKay:

"The big claim today is that they are depleting the fish in that area, and if we give the State of Alaska the opportunity they will have regulations which would control that."

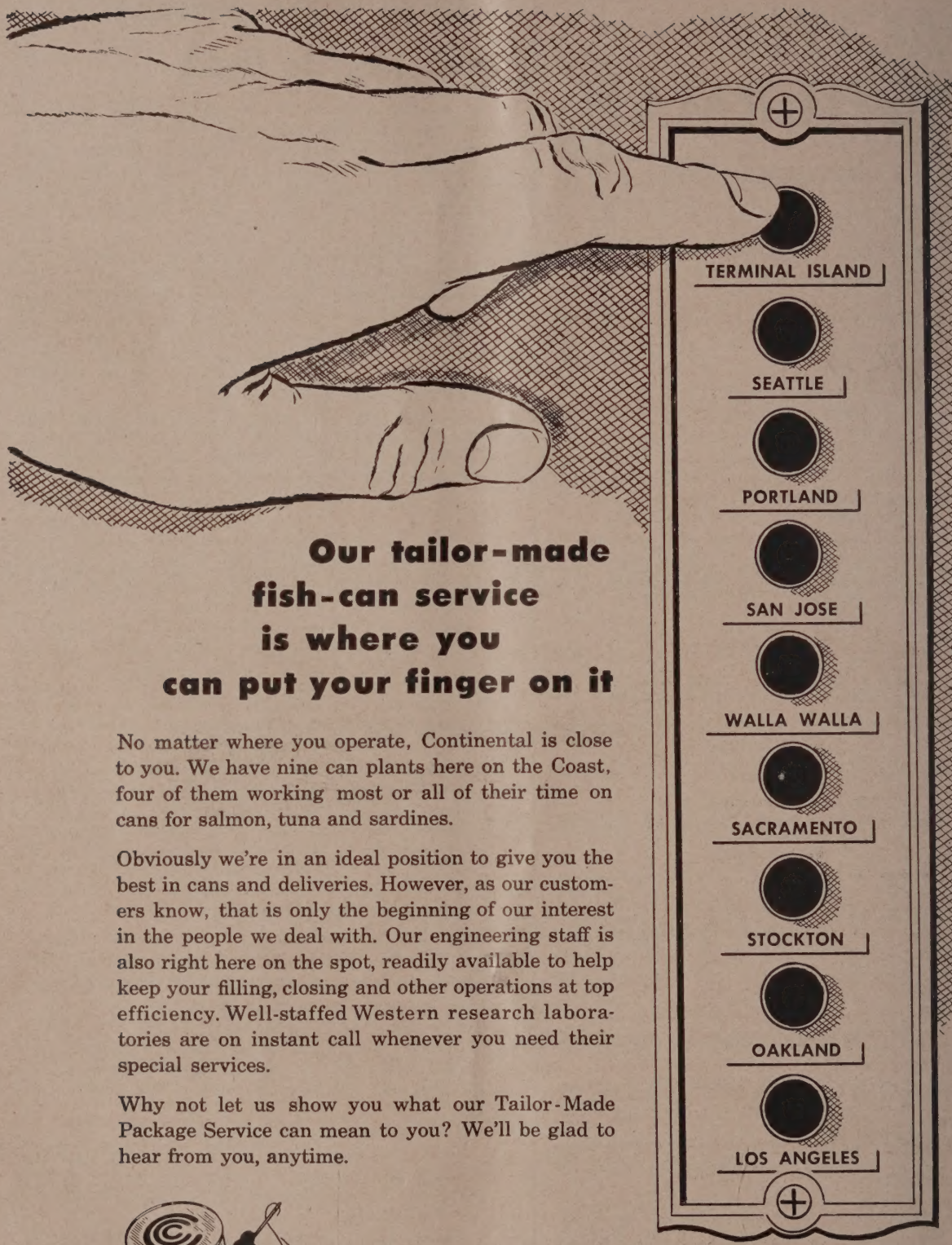
To which Secretary McKay replied:

"Yes, I understand that is the complaint—that they would probably control it a little better, just as we have in the State of Oregon eliminated fixed gear and fish traps, and so forth, over a period of years."

The statement was not elaborated, but *Pacific Fisherman* at the time called it "a remark from which salmon trap—and even set net—operators will take scant comfort."

Now it appears that the McKay comment of 1953 may have had a prophetic aspect.

Certainly its follow-up in October, 1955, produced instant and bitter reaction from the trap operators; and wild hosannahs from those who fish with mobile gear.



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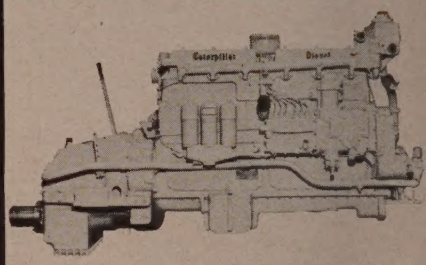

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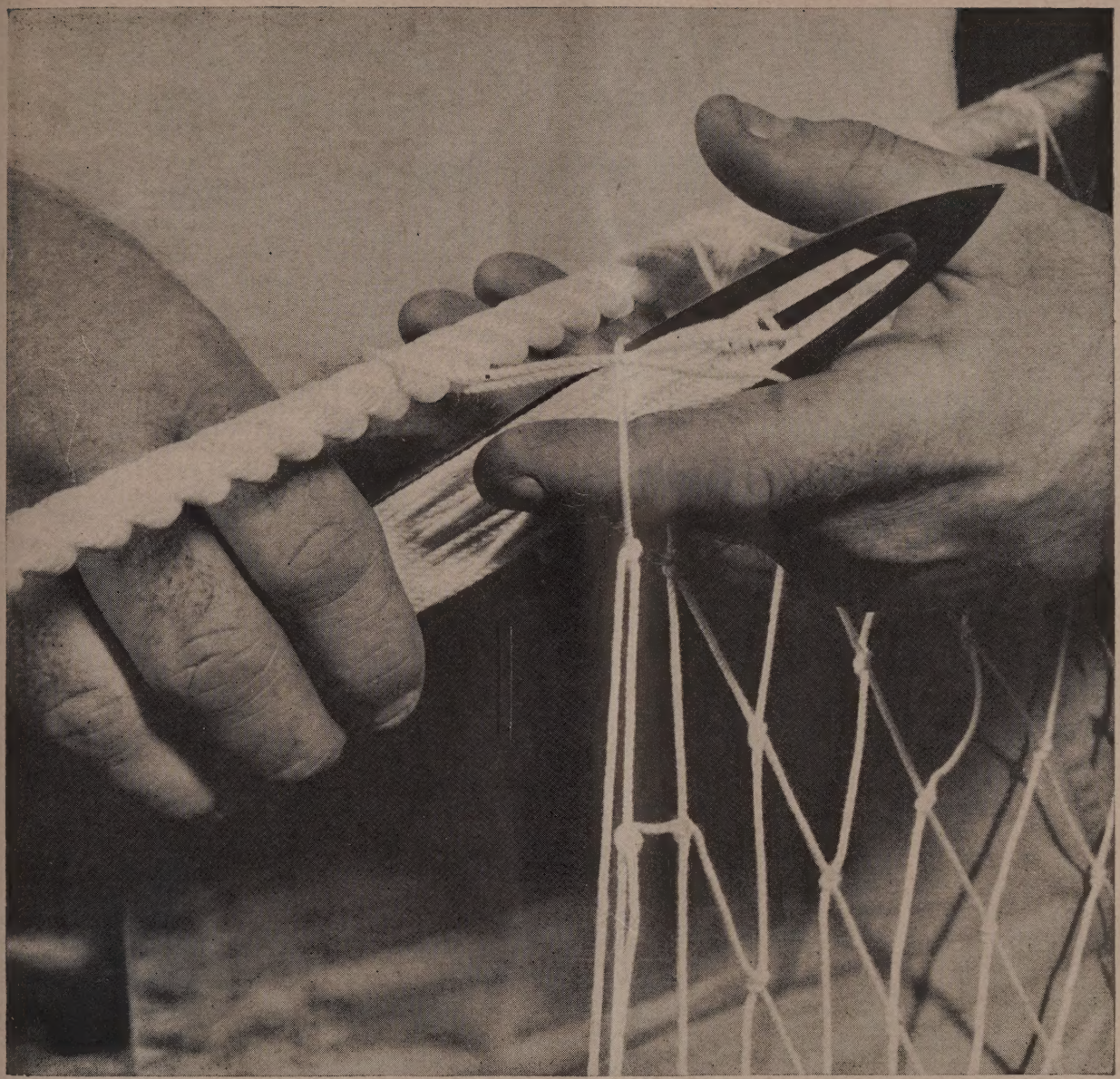

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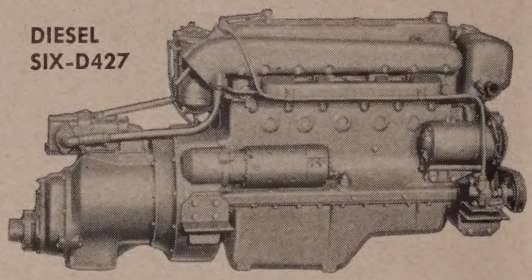
SIX-D427



Gray builds Diesels in four sizes. These include two four-cylinder models rated 30 hp and 50 hp at 1800 rpm, also two six-cylinder models rated 100 hp and 135 hp at 2200 rpm. Gray fresh water cooling system standard. (100 hp model illustrated).

GRAY has been building marine engines for 49 years, and we know the needs of commercial fishermen. We recognize that the demands on an engine in their operations far exceed the requirements of intermittent service in a pleasure boat. Thus Gray Lugger and Express models are relatively slow speed engines, built for swinging big propellers in heavy boats.

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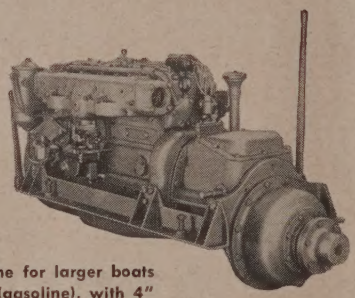
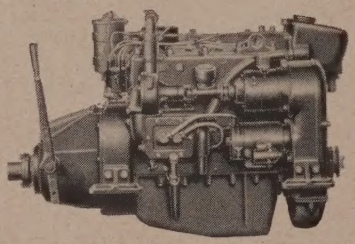


An outstanding engine for larger boats is the Gray Six-330 (gasoline), with 4" bore and 4⅜" stroke, rated 96 hp at 2400 rpm, and 124 hp at 3200 rpm. It has seven main bearings, 2⅝" crankshaft, sodium-cooled exhaust valves, and oversize reverse gear.



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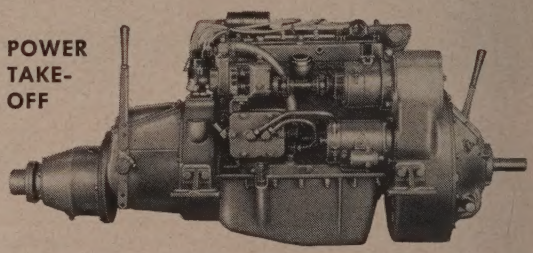
The powerful small engine shown above with built-in fresh water cooling system has a piston displacement of 162 cu. in., develops 42 hp at 1800 rpm, and swings a 16 x 9 propeller on direct drive in heavy 30-foot fishing boats. It is also available with 2:1 or 3:1 reduction gear and power take-off.

POWER
TAKE-
OFF



All Graymarine engines are available with reduction gear drive, and integral power take-off, illustrated above, for operating net hauling winch, etc. Extra vee pulleys are also available on front end of engine, at small extra cost.

SEE THE GRAY ENGINE EXHIBIT AT THE SEATTLE NATIONAL BOAT SHOW, NOVEMBER 19-27 AT THE APEX MARINE & EQUIPMENT, INC., BOOTH.

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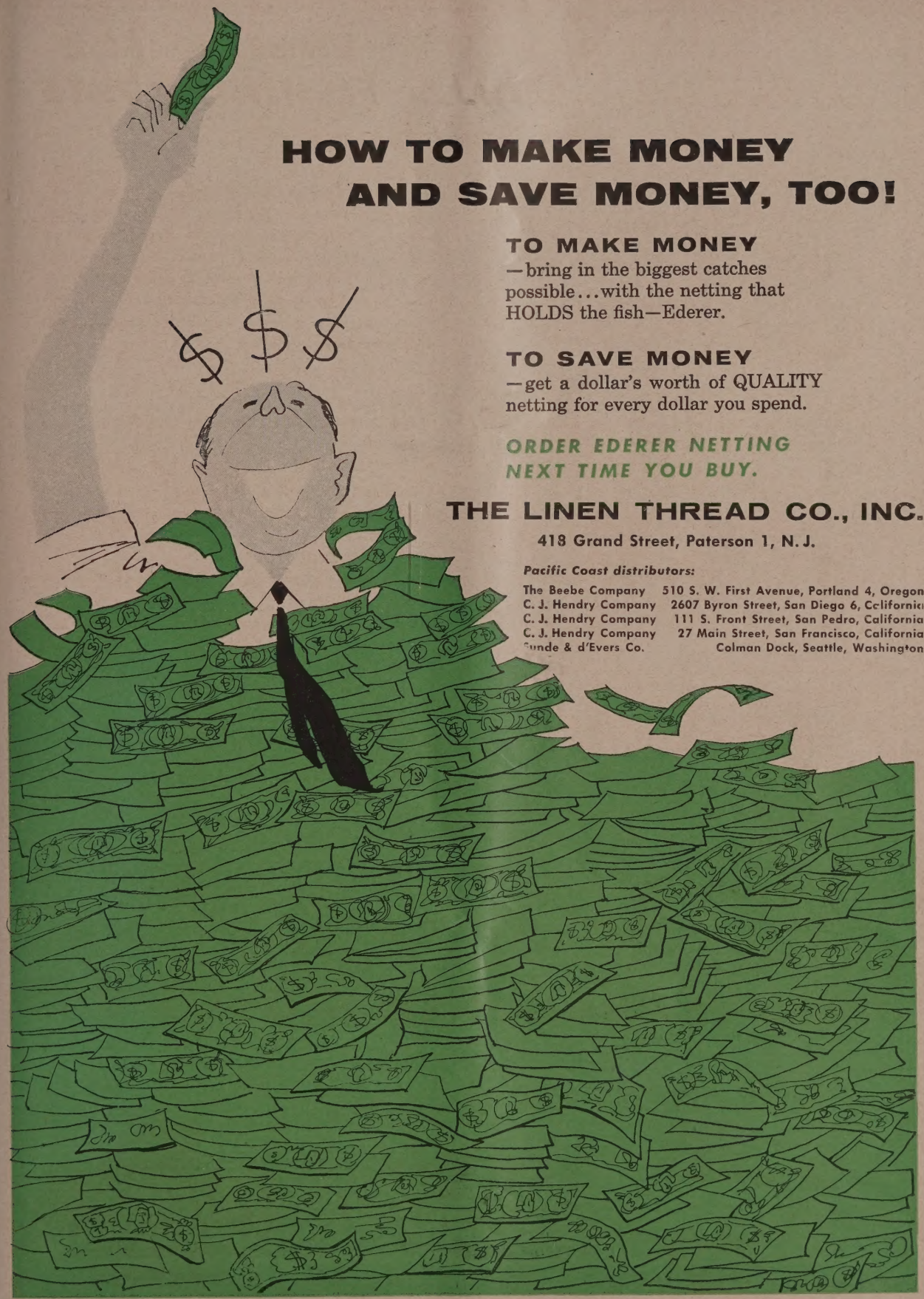

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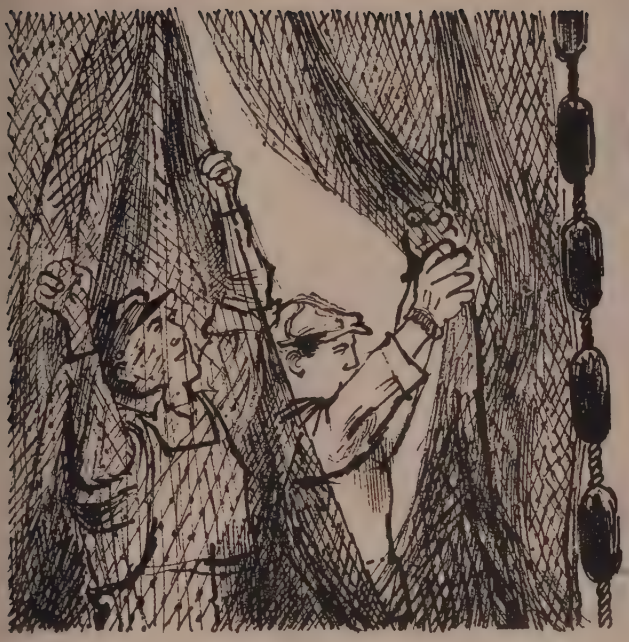

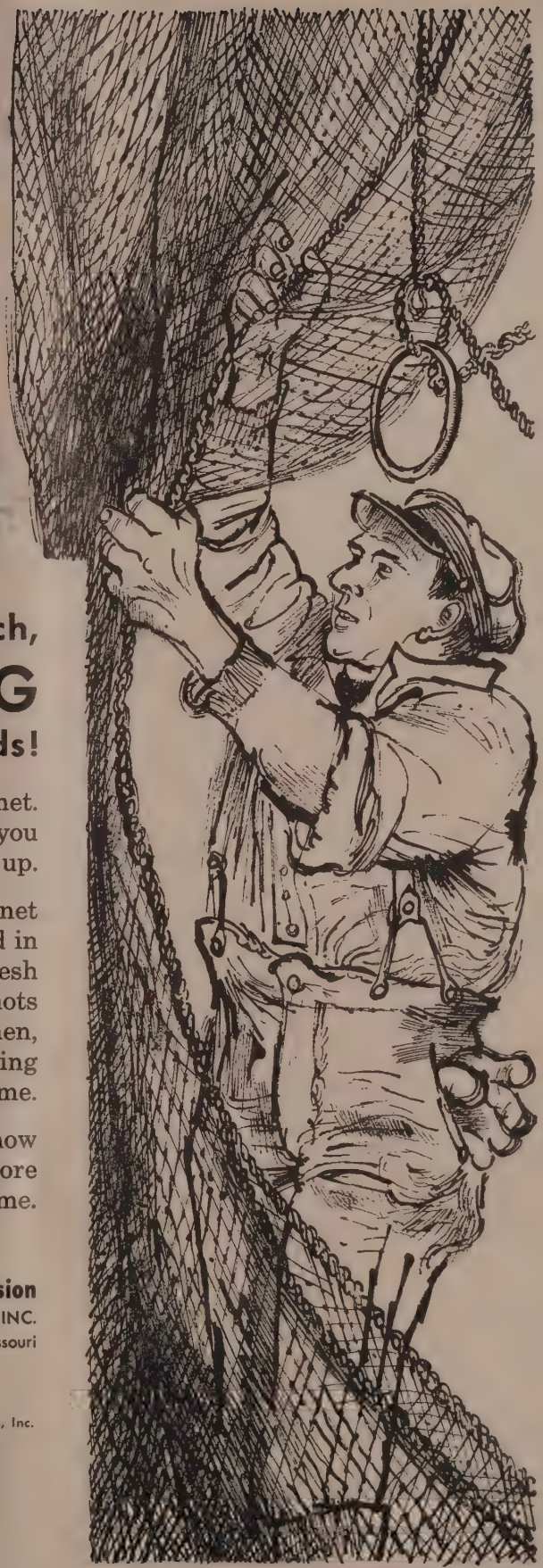

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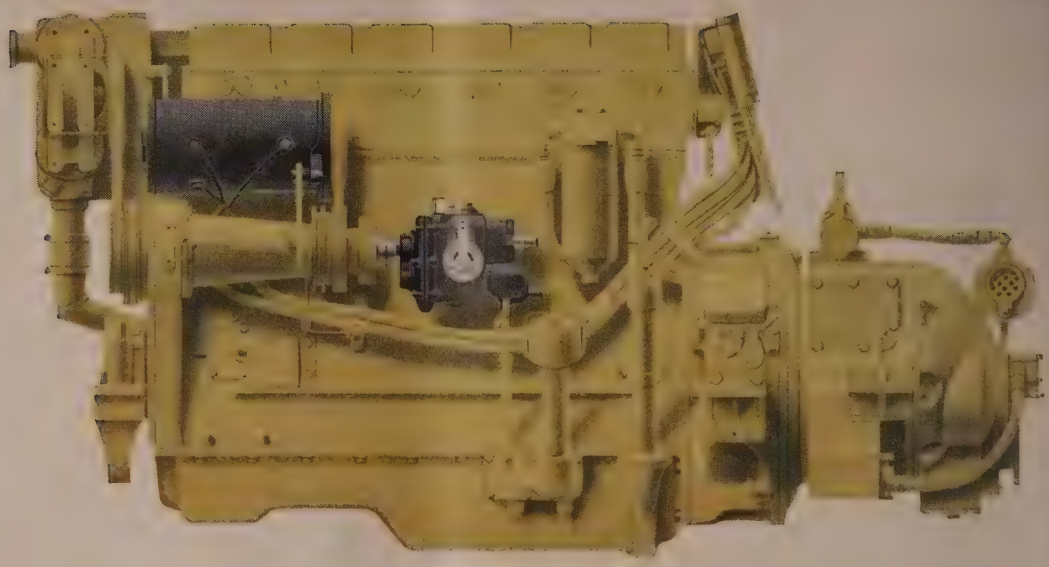

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J-6-M	4	6	4⅛" x 5"	95	1800	66	1600	50 5/16	29½	35 5/16	1830	4.16
JF-6-M	4	6	4⅛" x 5"	105	2200	73	1950	50 5/16	29½	35 5/16	1880	4.51
JN-6-M	4	6	4⅛" x 5"	125	2500	86	2200	50 5/16	29½	35 5/16	1900	5.10
HRCM-400	4	4	5⅛" x 6"	110	1800	78	1600	43¾	29 15/16	46 7/32	1715	4.48
NHCM-400	4	4	5⅛" x 6"	120	1800	84	1600	43¾	29 15/16	46 7/32	1760	4.82
JMS-600	4	6	4⅛" x 5"	150	2500	102	2200	48¾	28⅜	35 5/16	1970	6.50
HM-600	4	6	4⅞" x 6"	150	1800	106	1600	57 19/32	29 15/16	46 7/16	2700	6.07
HRM-600	4	6	5⅛" x 6"	165	1800	116	1600	57 19/32	29 15/16	46 7/16	2700	6.75
JNS-6-M	4	6	4⅛" x 5"	165	2500	113	2200	48¾	28⅜	35½	2000	6.78
JT-6-M	4	6	4⅛" x 5"	175	2500	118	2200	61⅛	29½	35 23/32	1970	6.60
NHM-600	4	6	5⅛" x 6"	200	2100	137	1850	59 31/32	34 1/16	48⅞	2950	8.00
HRMS-600	4	6	5⅛" x 6"	225	1800	159	1600	59 31/32	34 1/16	47⅞	3000	9.80
NT-6-M	4	6	5⅛" x 6"	250	2100	171	1850	72 15/32	34 1/16	47⅞	3040	9.45
NHMS-600	4	6	5⅛" x 6"	275	2100	187	1850	59 31/32	34 1/16	48½	3040	11.25
NHRMS-600	4	6	5⅛" x 6"	300	2100	192	1850	59 31/32	34 1/16	48½	3055	12.10
NRT-6-M	4	6	5⅛" x 6"	300	2100	206	1850	72 15/32	34 1/16	47⅞	3040	11.70
NHVM-1200	4	12	5⅛" x 6"	400	2100	272	1850	89 5/32	47⅝	57 13/16	5700	15.20
VT-12-M	4	12	5⅛" x 6"	600	2100	406	1850	70¾	44¼	69⅛	6100	22.80
VT-12-M Tandem	4	24	5⅛" x 6"	1120 S.H.P.	2100	765 S.H.P.	1850	197 15/32	43 27/32	83⅞	15100	45.60
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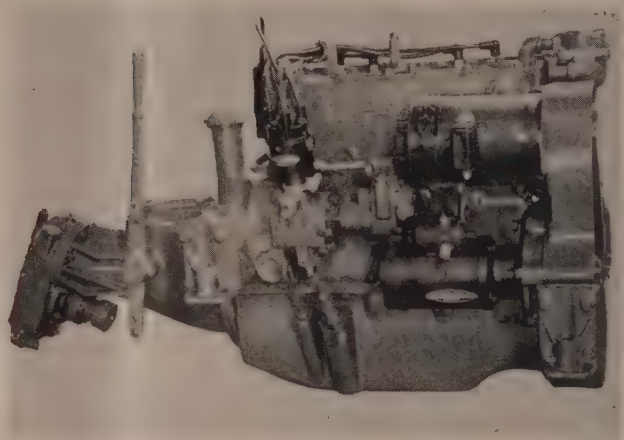

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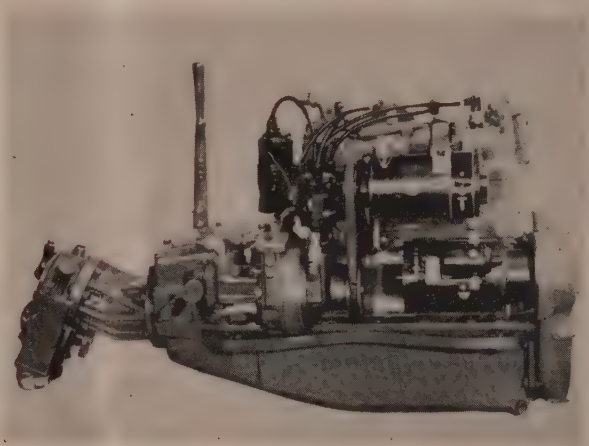

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PACIFIC FISHERMAN NOVEMBER 1955

Questions for Tokyo

● What have we learned?
What does it mean?
What do we need to know?
Are these alarms justified?

These are *some* of the questions which commissioners and scientists of the United States, Canada and Japan will be asking themselves and each other in Tokyo just about the time this issue of *Pacific Fisherman* reaches its readers.

The International North Pacific Fisheries Commission, meeting for the third time, will be taking inventory of the results of the researches conducted in 1955 by its three national sections in discharging the responsibilities which they assumed last autumn at Vancouver.

From these results, and in the light of developments in and affecting the fisheries, the commission must produce a new program for 1956—a program which will seek to advance its knowledge with respect to (a) any area of intermingling between the salmon races of American and Asian origin; and (b) the line or lines which best divide these stocks.

● These are evident things, certain to be parts of the agenda. But beside them and behind them will be the *far larger question* of whether or not the fisheries of the North Pacific are being used in a way in keeping with the language and intent of the International North Pacific Fisheries Convention, whose preamble declares as its primary objective: "to ensure the maximum sustained productivity of the fishery resources of the North Pacific Ocean."

The preamble goes on to say: "Each of the parties should assume an obligation, on a free and equal footing, to encourage the conservation of such resources."

In view of this declaration, and in the light of the fisheries experience of 1955, the *underlying* questions at the Tokyo meeting will ask:

"Are the salmon of the North Pacific being fished in such a way as 'to ensure the maximum sustained productivity'? Or are they being fished destructively?

"Are each of the contracting parties discharging their 'obligation, on a free and equal footing, to encourage conservation of these resources'?"

● There are other questions also:

Does it accord with the principles of "maximum sustained yield" to catch salmon long before they have attained maturity?

Granting that a caught salmon does not reproduce, regardless of when he is caught, does not economic intelligence dictate that the fish be taken at the period when he yields most in food and value?

Would not realistic regulation of the mesh size of gear reduce the destruction of undersized fish, that they might be permitted to attain far larger size before being harvested?

Would not free abstention of signatory nations from fishing in a large mid-ocean area facilitate the work of the commission by reassuring alarmed public opinion until such time as areas of intermingling can be delineated and best division between stocks determined?"

Is the catch of the moment sufficiently important to require that it be taken without regard for the fact that the manner of taking might have damaging effect upon the receptiveness of the markets in which it must be sold?

● There are questions asked by fishermen who see in the spectacularly-mounting mid-ocean catch of the Japanese fleet the reason for the collapse of the American and Canadian coastal fishery for Chum salmon.

They ask if it is not reasonable to suppose that in the Japanese catch of 9,395,565 Chums in the Aleutian area in 1954, and 18,573,457 in 1955 may lie the reason for the failure of the Chum fisheries of Alaska and British Columbia this fall.

They ask this, and they demand an answer.

The alarm is not alone in Alaska, nor in Canada.

On Oct. 5, 1955, Alaska, Canadian and Puget Sound fishermen met in an informal international meeting at White Rock, B.C., on the border between the two countries. From their discussion of the situation came two declarations:

"That we go on record as being opposed to mid-ocean salmon net fishery as being unscientific and uneconomic. We urge our respective governments to enact legislation which will prevent the development of an off-shore type of operation for salmon by nationals of Canada and the United States. Where such legislation already exists we urge immediate implementation to prevent such developments.

"We recommend to our organizations that we bring maximum pressure on our respective authorities to seek a sharp and substantial reduction of the Japanese mid-Pacific salmon fishing efforts."

● Fishermen's meetings are not the only places where it

is recognized that mid-ocean fishing may not only be imposing destructive drain upon the resource but may also attract defensive duplication of effort, compounding the condition.

From Donald L. McKernan, Alaska fishery administrator, came an illuminating statement at the end of September, when he was quoted as saying:

"The Fish and Wildlife Service is in position to prevent the development of an offshore fishery. Today we are drastically restricting our own fishing throughout Alaska so as to rehabilitate the salmon runs.

"We would not permit the development of an additional fishery that would cause a greater drain on the fish."

In substance, Mr. McKernan says: Here is a stock which is already being more than fully exploited. If we permit it to be exploited more intensively, we prevent its rehabilitation and may permit its destruction.

SOMETHING Happened To the 1955 Chum Run

● Chum salmon scarcity all along the Pacific Coast from False Pass to Tillamook was being heavily underscored at presstime, when it was becoming manifest that this species had suffered a serious setback.

Moreover, the condition was completely unexpected, as good catches had been anticipated in the fall fishing districts despite the warning afforded by subnormal summer runs.

Nor was the optimism merely wishful thinking of fishermen and operators who saw promise of profit in the scant summer pack of canned Chums and the good demand for frozen Falls.

Where there was specific evidence supporting expectation of good Chum fishing for the fall of 1955, the results were wholly negative. In Canada, for example, where there were areas closed to fishing in 1951, providing excellent escapement, the 1955 runs were negligible. Nor could the flop be ascribed to overspawning in 1951, for all the streams of all the coast could be overspawned.

"Something happened to the 1951 brood of Chums," industry observers were telling *Pacific Fisherman* as this issue closed.

What?

Some few are quick to indict the mid-ocean operations of the Japanese, but the more thoughtful admit proof is lacking. The *suspicion* nevertheless exists.

Others think of disastrously adverse marine conditions. Many merely shake their heads.

● *ALASKA LOSSES*—The fall Chum season in Southeast Alaska added bleakness to an already grim picture. In most waters the season was closed after only three days of fishing—days in which the catch was negligible.

Sharp losses were suffered by all who mounted operations—losses running to several dollars per case.

Throughout British Columbia the situation was almost as bad; and at presstime the prospects on Puget Sound were dim indeed.

Salmon Council Focuses Stream-Saving Efforts

● *Stream Conservation* is the broad objective of a proposed new division of the Association of Pacific Fisheries. If ratified by the membership, the new arm will be known as the Stream Conservation Coordinating Council—a mouthful of name, but adequately descriptive of the agency's purpose.

The Council is conceived as the salmon industry's means of uniting its efforts "to safeguard and preserve in their natural state, insofar as it be possible, the salmon and steelhead spawning streams and spawning areas of the Pacific Coast and Alaska, including the factors incident in the restoration and perpetuation of the fishery."

The concrete proposal was submitted at a special meeting of salmon operators in Seattle Oct. 5 by the committee appointed last year by the Association of Pacific Fisheries to study the matter and devise means of making most effective the industry's effort in this particular aspect of conservation.

This committee is headed by G. P. Halferty, president of Halferty Canneries, Inc.; Charles D. Alhadeff, president of Whiz Fish Products Co.; S. M. Rosenberg, president, New England Fish Co.; T. F. Sandoz, president, Columbia River Packers Association, Inc.

Final decision in the organization of the council will be sought at the annual convention of the Association of Pacific Fisheries in Seattle Nov. 29.

Mr. Halferty expressed some of the suggested activities of the council in these points:

"To provide ways and means to bring more people to understand the natural processes which are necessary to insure maximum runs of salmon and steelhead.

"To call upon governmental agencies for assistance in carrying out the objectives.

"To make the public aware of the over-all value of this great natural resource, and what is necessary for its maintenance and perpetuation.

"To stress economic and recreational value of the fishery.

"To function without bias solely in behalf of the salmon and steelhead resource."

Anchovy Closure Mechanics Outlined

Regulations on the termination of the commercial season on anchovy fishing in California were adopted at a recent meeting of the California Fish and Game Commission. The new regulations provide that (1) public announcement of land trends of anchovies for canning shall be made at least once a week in the Fish and Game offices;

(2) when the tonnage of anchovies taken for canning is within 1,000 tons of the statutory seasonal bag limit, the prospective date of closing is to be published.

(3) the order of the Commission closing the anchovy canning season is to take effect immediately upon announcement.

(4) if the seasonal quota is not reached by the date announced by the Commission, the Department is to give notice of extension of the closing date for a period of not more than 10 days.

David H. Carsten, superintendent of Harbor Boat and Yacht Co., heads the Allied Tuna Industries organization, recently formed to assist in the current tuna fishing and canning crisis of San Diego.

California Tuna Operations — September, 1955

(Approximate figures for tonnage and total case pack)

San Pedro Species	Tons	San Diego Species	Tons	Combined Tons
Yellowfin	1,135	Yellowfin	674	1,809
Skipjack	577	Skipjack	515	1,092
Bluefin	710	Bluefin	000	710
Albacore	335	Albacore	255	590
Total	**2,757**	**Total**	**1,444**	**4,201**
Pack in cases	**98,402**	**Pack in cases**	**109,133**	**207,535**

Plant Strike Paralyzes Calif. Tuna Canning

● Strike of the AFL cannery workers and that of operating engineers working San Diego tuna canneries had completely closed down all fish canning operations in the San Diego and Los Angeles harbor areas as this issue of *Pacific Fisherman* went to press.

Officials from the cannery workers union then were negotiating on new contract provisions, but the shutdown of tuna canning had persisted for more than a month.

Refrigerated facilities for holding tuna until canning was again resumed were heavily taxed in the Los Angeles and San Diego harbor areas. Albacore fishermen, through the California Commercial Fishing Boat Owners Association, had successfully concluded an arrangement in early October with the Sun Harbor Company, Terminal Island, to use that firm's refrigeration equipment to freeze Albacore until canning operations were resumed.

Purse seiners and bait boats were holding tuna in the holds in San Diego and San Pedro, waiting outcome of the cannery workers' picketing of canneries.

The California State Conciliation Service entered the picture the end of September and early in October, with Conciliator John Condon in charge, meeting with representatives of the AFL cannery workers union, the AFL operating engineers and the California Fish Canners Association.

Early in October the Treasury Department announced that an investigation by the department showed that "Japanese canned tuna exporters are not selling their products in the United States at prices below those charged in their own country."

Hearing on the protest of the California Fish Canners Association charging that canned tuna is being imported into the United States at a tariff rate below the legal duty was scheduled for mid-October in New York City. The protest, calling upon the Collector of Customs to collect a tariff of 25% ad valorem in imports of tuna canned in brine was initiated in May of this year.

California's pack of canned tuna in August was considerably larger than that for July: 1,242,285 (½ lbs.) cases as compared to 873,667 cases for July. Inventory was reported to be hovering around two and a half million cases.

Japanese Hear Report On Tuna Conference

Representatives of the Japanese tuna industry returned to Tokyo from their "amity mission" to the industry in California on Sept. 24, two days after the return of Minister Kono from his world tour, and their report to the tuna Export Planning Conference was heard with great seriousness.

First reaction in the Japanese industry, after hearing their preliminary report, seemed to be a willingness to participate financially in an augmented sales promotion campaign in the United States, though it was felt that the burden to be borne by the Japanese should be kept as low as possible; also that half—or at least a substantial part—of such burden should be borne by the Japanese government.

It had been reported earlier that the Japanese share in such a campaign might amount to about $1,500,000. which would mean some 50c per case on canned tuna exported to U.S. and about $20 per ton on frozen tuna. This was quite a shock: some even said the effect would be fatal.

Progress at Santiago

Satisfactory progress appeared to have been made when the fishery conference at Santiago, Chile, was suspended October 5. Beside Chile, Ecuador, Peru and the United States engaged in the extended discussions which explored grounds on which the four countries might cooperate in seeking effective conservation of the fishery resources of the southeastern Pacific Ocean.

The communique issued by the nations at the time the conference was suspended did not go into details as to the areas of discussion or the progress made. However, the atmosphere of the conference, and the tone of the communique were entirely cordial.

The meeting was spoken of as having served a useful purpose in clarifying the viewpoints of the several governments and in determining areas on which agreement might be reached.

The meeting was suspended when it was felt that the delegates had reached a position which would require consultations with the several governments. Subsequently it is expected that the conference will be resumed at a later date and with positions clarified, to the end that agreement might be expected upon conservation and fishing practices.

All-Nylon Trawls For Special Fishing

Bob Knapp, veteran Santa Barbara fisherman, recently hung two complete nylon nets for his *El Capitan*. One is a trawl net for bottom fishing and the second is used for "skidding over" reefs for rock cod.

Working with Knapp on the construction of the boat's winch, a power-driven unit operating two drums for bottom work, was Bob Park.

Miller Freeman Golf Trophy is presented to the winner, James DeSilva of South Coast Fisheries, left, by William B. Freeman, representing his father, the late Miller Freeman, founder of **Pacific Fisherman,** and donor of the trophy.

W. C. Morehead Honored By California Fish Canners

• Wm. C. Morehead, secretary-treasurer of Pan Pacific Fisheries, Inc., was elected president of the California Fish Canners Association for 1955-1956 at the group's annual meeting in Ojai, Calif.

Kenneth J. Berglund, Westgate-California Tuna Packing Co., San Diego, is the new vice-president and Joseph M. Mardesich, Jr., president of Franco-Italian Packing Co., is secretary-treasurer.

James DeSilva, president of South Coast Fisheries, Inc., won the Miller Freeman perpetual golf trophy on the course at the Ojai Valley Inn.

Mr. Berglund also became chairman of the Tuna Research Foundation, a branch of the California Fish Canners Association, with Mr. Mardesich, vice chairman, and James DeSilva, secretary-treasurer.

Charles C. Carry is executive manager of the Association; E. J. Morris is director of the Foundation. Herbert C. Davis and Leonard Thoreson compose the remainder of the staff of the two organizations whose offices are in the Ferry Building, Terminal Island.

Attending the meeting were, in addition to those named above: John V. Morris, J. J. Bogdanovich, Donald P. Loker, John Tripps, J. J. Zaninovich, Robert Pedersen, Nicholas Trutanic, all of Star-Kist Foods Inc.; Gilbert Van Camp Sr., William Gillis,

Wm. C. Morehead, new president of the California Fish Canners Association, delivering his acceptance speech.

Glenn Copeland, Robert L. Beamon, Montgomery Phinter, Malcolm Goldie, Von Robinson, Bill Rule, all from Van Camp Sea Food Co.

A. J. Finstad, Longview Fibre; J. H.

The Four Horsemen of Fifty-Five at C.F.C.A., top left—Donald P. Loker, president; Charles R. Carry, director; E. L. Morris, Tuna Research Foundation; Herbert C. Davis, CFCA staff; **Couple from Continental Can,** H. M. Blinn and W. W. Hodgson; **Talking Technology,** Bob Pedersen, Star-Kist technologist, and Alexander Black, American Can Co.

Modeling Sport Shirts—Lower row, from the left: Nick Trutanic, vice president, Star-Kist Foods; Russ Burkett Jr., Schmidt Litho; Carl Warnick and Al Vignolo Jr.; Bill Rule and Bob Beamon, both Van Camp; Leland Irish, Coast Fishing Co.

"Oh, Hi", at Ojai—At the annual convention of the California Fish Canners Association. On the left, Vince Evich of South Coast Fisheries and Don Saxby of California Packing Corporation; in the insert, Gerald Cigliano of Pan-Pacific Fisheries; William B. Freeman, president of **Pacific Fisherman**; William Gillis, Van Camp Sea Food Co.; Max Gorby, president, California Marine Curing & Packing Co.; and Glenn Copeland, also of Van Camp.

Seley, Seley & Co.; from Continental Can, H. M. Blinn, general manager, California area, W. W. Hodgson, sales manager, Pacific Division, J. P. Morgan, district sales manager, and David Wilson, sales representative.

Gordon Shallenberger; Cecil Bays;

D. P. Loker, retiring president of the California Fish Canners Association.

Donald Saxby, California Packing Corp.; Roy Beaton; Joe Porter, Fibreboard Products; Al Shell, Carton Label & Lithograph; V. J. Evich, South Coast Fisheries; Henry Abst, Franco-Italian; Gerald Cigliano, president, Pan Pacific Fisheries, Inc.

Clarence Bessing, Russ Burkett senior and junior, Schmidt Lithograph Co.

John Real; Walter Longmoor and T. A. Thomas, Western Canners; R. S. Wilson Co.

Max and Jack Gorby and Jack Dinnerstein, California Marine Curing and Packing Co.; Mason Case, Fishermen's Cooperative Association.

From American Can: Alexander Black, Doug Johnson, Robert Carson.

From Quaker Oats: Frank Wharton and Del Miller; from Coast Fisheries, J. R. "Racey" Biven and Lee Irish; H. W. Joiner, South Coast Fisheries. Al Vignolo, Jr.; Carl Warnick; Harold Cary; American Tunaboat Association; and Wm. Van Houten, Snow & Company.

Quality Protection Prime Aim of Technical Grants

● Quality protective methods are the primary objective of most of the technological research contracts awarded to Pacific Coast institutions and laboratories with financing from Saltonstall Funds of the Fish and Wildlife Service, according to a survey of these contracts prepared by M. E. Stansby, chief of the Service's Technological Laboratory at Seattle.

At the School of Fisheries, University of Washington, under the general supervision of Dr. Joseph Stern, James Palmer, formerly chief chemist of the Seattle Food and Drug Laboratory, is investigating chemical tests for determining freshness of fish.

The California Department of Fish and Game has a contract to investigate improved methods for handling tuna aboard fishing vessels. This program is being carried out in close cooperation with the tuna industry, which is contributing a portion of the funds. Much of the work is to be carried out under a service agreement with the Fishery Research Laboratory of Hooper Foundation, University of California, under the supervision of Dr. Lionel Farber. These two programs are a part of the projects under way to obtain information needed for setting up voluntary standards for fishery products.

Several programs are in progress in the field of fish meal and fish oil technology. Oregon State College is investigating the possibility of incorporating fish oil in the diet of swine. The University of California, Davis, Calif., is studying the effect of processing methods and other factors on the nutritive value of protein in fish meals. University of Southern California is developing new and improved methods of assaying fishery products such as fish meal for unidentified "growth factors."

At the University of California, Food Technology Department, at Davis, Calif., Fish and Wildlife Service employees are carrying out basic research on the mechanism and prevention of oxidation of fish oils and associated pigments in fish and fishery products. Oxidation is one of the most adverse changes occurring in fishery products. It results in development of rancid flavors and discoloration of frozen fish. It lowers the nutritive value of fish meal and decreases the value of fish oils for many industrial applications.

Expanded programs under the Saltonstall-Kennedy Act are under way at the Seattle Fishery Technological Laboratory on (1) study of reactions of fish oils which may lead to important new industrial uses, (2) chemical studies on fish meals to develop a chemical index of quality, and (3) work on development of voluntary standards for frozen fishery products.

The Fishery Products Laboratory at Ketchikan participates in the program by collecting samples of herring and salmon oil and meals and in carrying out certain analytical work. The California State Feed Control Laboratory at Sacramento has very generously offered their assistance to the program in running proximate composition analyses of fish meal samples.

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Go first to the people who <u>are</u> first!

American Can Company

CANCO

New York, Chicago, San Francisco

Canadians Cash-In With Best Pink Pack in Quarter Century

● British Columbia's salmon industry's disappointing Sockeye catch this season was off-set by a king-size pack of Pinks, the best in 25 years.

Even the Sockeye pack didn't turn out as badly as some had feared. While the July runs of Fraser River Sockeye were less than expected, those of August were as anticipated numerically, but the average size of fish throughout the season was small—from 5.2 lbs. on the early runs to between 5.7 and 5.9 lbs later. All were well below the average weights of recent years.

At September 24 the pack of Sockeye in all areas stood at 244,134 cases, compared with 422,344 at the corresponding date in 1951 and 448,398 cases in 1952. The Coho pack was the best since 1951—162,669 cases.

Pinks supplied the bright news for the season, with a pack to September 24 of 823,626 cases, the highest since 1930.

The over-all salmon pack was placed by A. J. Whitmore, chief supervisor of fisheries at Vancouver, as a "good average", the total at September 17 of all grades being 1,352,958 cases. While this was short of the 1954 pack at the same date, it was better than department officials and industry authorities had expected earlier, and much of the recovery was due to the good runs of Pinks in northern areas—a surprisingly pleasant result in view of the relatively unfavorable 1953 spawning reports. In the southern areas for a short period seiners and gillnetters took a good harvest of Pinks in the Strait of Juan de Fuca and in Johnstone Strait from runs proceeding to the Fraser River and streams in Puget Sound, Vancouver Island and the lower mainland. There is reason to expect an appreciable increase from Chum salmon runs to the southern areas.

● *SOCKEYE RUN BLOCKED*—Commenting on the Fraser River Sockeye situation, Loyd A. Royal, director of the International Pacific Salmon Fisheries Commission, said it was obvious that ocean feeding conditions were exceptionally poor for the 1951 brood which returned this year. While the 1955 run is the third largest—if not the second largest—of the cycle since 1903, it is problematical what the run would have been if a more favorable ocean life had been experienced.

"Mother Nature not only was negligent in providing good feeding conditions for the 1955 run of Fraser Sockeye, but a record high water prevailed during the spawning migration of the Early Stuart, Bowron and the early runs to the Francois Lake area", reported Mr. Royal.

"High water caused a partial block to migrating fish from July 9 to 13 and a complete block from July 14 to July 19 at a point near Yale, B.C. As a result of the obstacle at Yale and prevailing high velocities throughout the river system only about 2200 Sockeye reached Middle River streams and none to the Takla Lake streams.

"None of the first half of the Bowron escapement reached the spawning area, but several thousand from the last half of the escaping run will sustain the 1959 cycle. *An estimated* 50,000 *fish failed to reach the spawning grounds and were found distributed in the smaller tributaries from Hope to Quesnel. No production can be expected from these diverted fish* and *it is obvious that the* 1959 *Sockeye fishing season cannot start until at least July* 15 in either the U.S. or Canada."

Critical study of the block situation which developed at Yale will be made by the Sockeye commission staff in an effort to determine how often such a condition has prevailed in the past; whether it may possibly explain previously mysterious variations in cyclic returns; whether engineering can provide correction; and whether such construction would be justified economically.

● *ESCAPEMENT IMPERILLED*—Escapements to other spawning areas are expected to be considerably less than those of the brood year, in spite of a fishing week cut to three days on the Fraser, as well as additional restrictions effective in Puget Sound and the Strait of Juan de Fuca.

Mr. Royal stresses that the drastic increases in gear and fishing efficiency in the Canadian Straits fleet and the Puget Sound gillnet fleet are jeopardizing the whole management program for the Fraser River Sockeye.

"The industry itself, which created this condition, must suffer accordingly until some means of stabilizing the fishing is accomplished", declares Mr. Royal. "Lengthy discussions and willing co-operation in the formation of an intelligent plan will be required this coming winter if the unfortunate conditions prevailing in the 1955 fishery are to be avoided in 1955 and future years."

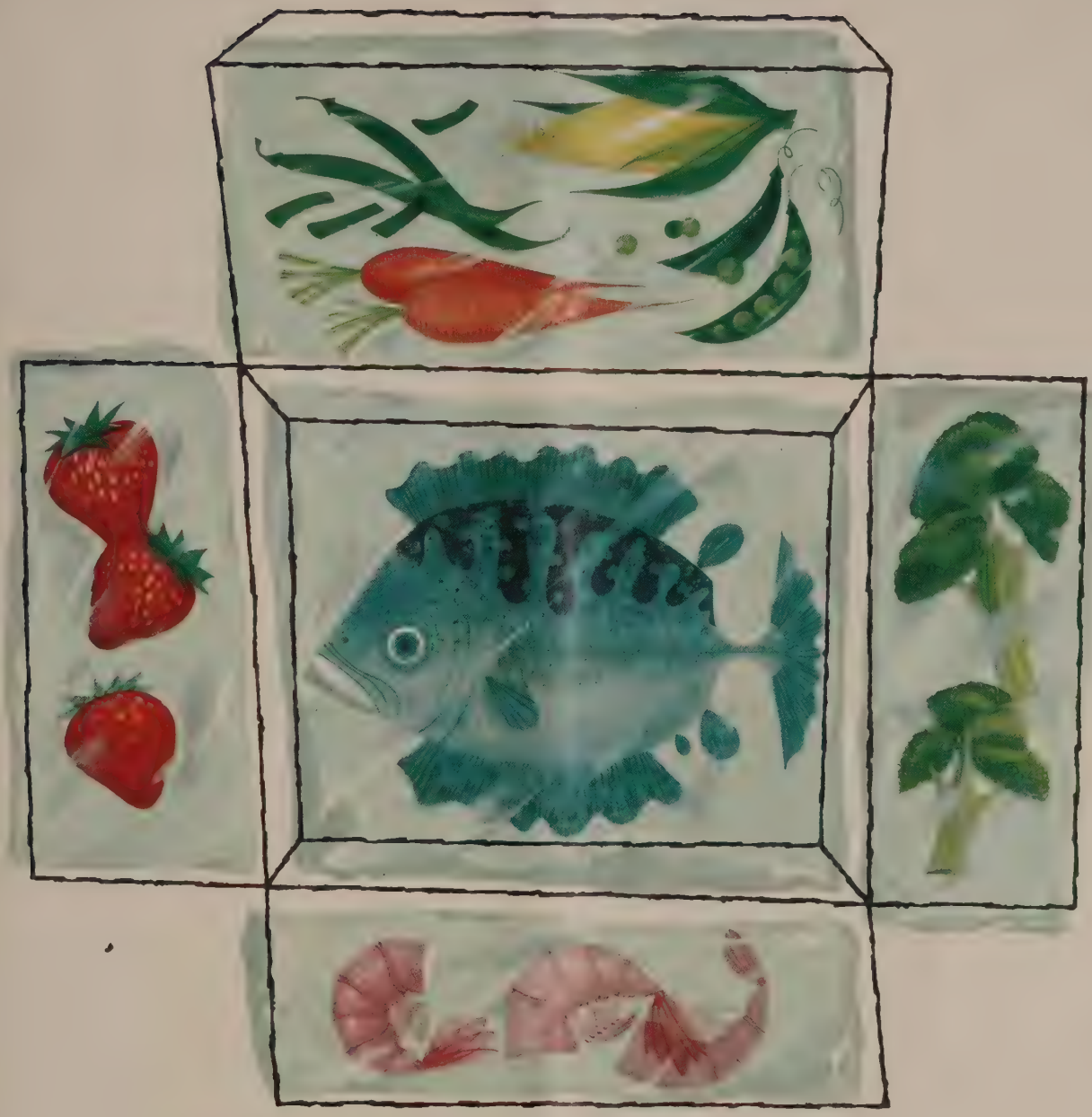
● Fraser River Sockeye catch through September 16 was:

	1951	1955
U. S.	1,135,767	1,005,859
B. C.	1,151,229	1,092,080
Total	2,286,996	2,097,939
*Pack	238,228	177,791
*Fish per case	9.6	11.8

*Estimated

● *CANADIANS RELAX*—This was the year when Canadian fishermen were expected to make an intensified effort to outfish the American fleet in the high seas off Vancouver Island, but for the most part they failed to take advantage of their opportunity. It had been the hope of Fisheries Minister James Sinclair that so many Canadian fishermen would take so many Pinks in that area that the relatively greater Canadian catch would convince the Americans of the need for a Pink treaty similar to the Sockeye treaty—something that Canadians have been seeking for several years. The Canadians had a big and well equipped fleet—some 100 purse seiners and 250 gillnetters—active and taking an abundance of Pinks, but most of them clung to their practice of taking the week-end off.

There was nothing to prevent the Canadians from going out to the offshore fishery during the 48-hour closure applicable to inside waters and catch all the Pinks they could handle without interference of regulations, but usually the fishermen started for home on Friday and left the outside waters to the Americans, who made the most of it. During one weekend the Americans had as many as 70 seiners on the high seas, most of them reporting good Pink catches.



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PACIFIC FISHERMAN'S NEWS
NOVEMBER 1955

$7,000,000 in Tuna Held On Boats Account Strike

● It is estimated that about seven million dollars of tuna are being held in the holds of San Diego tuna boats because of the strike of cannery workers and operating engineers. The strike of the cannery workers, AFL, originated in San Pedro but has also affected Westgate-California Tuna Packing Company, the High Seas plant, affiliate of Star-Kist. A strike of AFL steam boiler engineers has shut down the Van Camp plant in San Diego.

Harold Cary, general manager of the American Tunaboat Association, states that: "This will be the worst year the San Diego tuna fleet has ever had. The situation is aggravated by the fact that Japanese imports of frozen tuna in July, the last month for which figures are available, totaled 10,000 tons, the highest for any month in history, and equal to the whole year of 1949."

About two-thirds of the bait fleet are waiting in port to unload. Some boats have been idle for as long as three months, but this period of inactivity came about because canners stated they were unable to process the tuna on delivery by the bait boats.

The AFL cannery workers strike in the San Pedro area was not affecting tuna purse seiners as hard as the bait boats, for customarily the tuna season ends for the netters in early autumn, with most boats turning to sardines.

Clarence Gonzales, skipper of the tuna clipper "Victoria," and member of the American Tunaboat Association, San Diego, where PFN's camera found him discussing tuna's problems with other bait boat skipper-owners.

Sverre Jangaard Brings Tuna to Astoria

With tuna fares backed up in Southern California ports to such extent that some five weeks is required for unloading, Sverre Jangaard, operating the tuna clipper *North American* out of San Pedro, in late September brought his catch of 110 tons of Yellowfin and Skipjack to the Columbia River Packers Association, Inc., at Astoria, where it was discharged in four days. The fish were taken off the southern end of Lower California.

Unsettled Price Delays Sardining Out of San Pedro

The sardine season officially opened for Southern California October 3, but because of no ex-vessel price agreement by fishermen's union, etc., as this issue of PACIFIC FISHERMAN went to press, there was no fishing out of San Pedro. However, Monterey boats were netting sardines in the Port Hueneme and Santa Barbara area and the pilchards were being trucked to Monterey for processing.

The price for sardines in the northern area has been $47.50 per ton, less trucking charges from ports of landing.

On October 5 it was estimated that about 1,000 tons had been trucked to Monterey.

And, of course, the cannery workers' strike in the Los Angeles-Long Beach harbor area completely closed fish canning operations as October moved into its second week.

Three Men Killed In Troller Explosion

Three men, later identified as Duke Helmar, Al Leeman and Christie Bull, were killed in an explosion on the Hydaburg troller *Ruth* in September, between that town and Craig, on Southeast Alaska's west coast. Paul Leeds survived, and another, not identified, was reported missing. Coast Guard flyers found the burned wreck beached on a small island between the two towns.

Freezership Fills Target In Fiji Tuna Fishery

The 10,000-ton Japanese freezership *Ten-yo Maru* of the Taiyo Gyogyo fleet returned to Japan in October after being stationed in the Fiji Islands area since July as depot ship for a fleet of tuna vessels. The *Ten-yo Maru* filled her quota of 7,500 tons of the various tunas, including 3,258 tons of Albacore and 1,556 tons of Yellowfin.

Farallone Fisheries Sell Two Jig Boats

Farallone Fisheries, Santa Barbara, recently sold the jig boats *Eagle B* to Ralph Hazard and the *Elmer B* to Vince Lazarich. The wholesale fish company has acquired the 40' *Serang*.

In cooperation with Hovden Food Corp., Farallone is operating a new design of the Kimmerle fish-unloading pump.

Fishing Couple Killed On Boat Near Craig

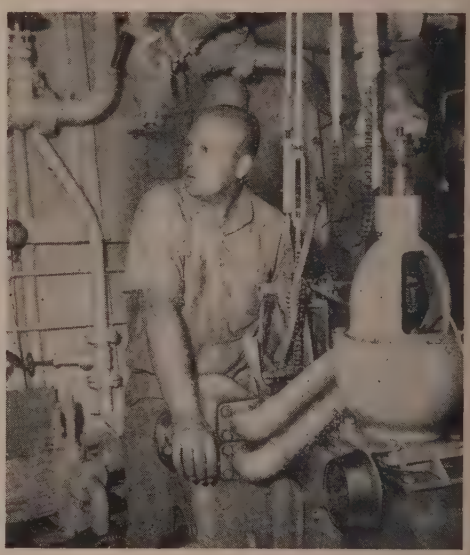
A Ketchikan coroner's jury decided that the death of Mary Dowhitt, who died aboard the *Josephine* near Craig, Alaska, was due to homicide by persons unknown, while Dan Dowhitt died of a self-inflicted bullet wound the morning after Mrs. Dowhitt's death.

Originally designed as a purse seiner, this 135 ft. all-steel craft was later converted to conventional tuna clipper. She's never had an engine breakdown.

Owner-skipper of the "Santa Helena" is Nick Zamberlin, well-known San Pedro fisherman. An Enterprise Model DMQ-8 Diesel powers his sleek clipper at 11 knots under normal load of 350 tons of tuna.

Great record for "Santa Helena"— 39,000 hours on her "Enterprise" without an overhaul!

Main propulsion engine is an 8-cylinder Enterprise, 16" bore by 20" stroke, rated 1200 HP at 350 RPM. Easy access to working parts aids in routine servicing.



Chief Engineer William "Whitey" Luttrell is a staunch booster of Enterprise Engines. With the "Santa Helena" at sea 75 to 80 days each trip, he just doesn't have any trouble with the Enterprise Engine. It's been a really satisfactory engine, according to Mr. Luttrell, especially when you consider the rough conditions under which a tuna clipper operates.

"Just how good *are* Enterprise Engines?" The answer to this question can best be found in the records of Enterprise powered boats, like the famed tuna clipper "Santa Helena."

The Chief Engineer, William "Whitey" Luttrell, reports that in eight years of fishing she has logged an equivalent of close to 19 times around the world without a single hour lost through engine failure!

The "Santa Helena," with about 39,000 engine hours, has never had a general engine overhaul. Her Enterprise Engine is still operating on original parts: pistons, rings, cylinder liners, main and connecting rod bearings, and other vital components.

The result of this outstanding engine record shows in low costs and high fish tonnages. "High boat" in 1954, the "Santa Helena" has always been one of the most successful clippers operated in the tuna fleet.

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Jurich-Cummings Cleavage Develops in Local 3

Long-smoldering dissatisfaction within the ranks of the Puget Sound purse seine fishermen's union (Local 3, Fishermen & Allied Workers, I.L.W.U.) broke into smoky blaze this fall.

Robert D. Cummings, who has pretty much run the show since 1949, submitted his resignation—and then picked it up again.

In the meantime, Joe Jurich, founder and long-time president of International Fishermen and Allied Workers of America ("IFAWA"), from which the present union sprang, was appointed acting secretary-treasurer by the board of directors, which also was reported to have suspended Cummings.

At presstime, the matter was being submitted to the rank and file in a series of local meetings.

Few Fall Chums In Ketchikan District

With only three days of fall fishing, instead of the week originally scheduled, and with very few fish on the days open, fishermen and canners in the Ketchikan district had about the worst fall Chum salmon season in their experience. From the opening day's catches, the two canneries packing fall Chums in that district received a total of only 30,000 fish; and about a third of that was from the north. According to a check by the F A W S, ten boats in the Chomly Sound area averaged only 400 fish to a boat. In Moira Sound two boats took a total of 75 fish, and three boats in Klawak Inlet got 93.

Mr. and Mrs. Edward D. Derringer of Los Angeles who took the hull of a Monk-designed Alaskan-type troller and completed it for Albacore and general fishing.

Notable New Troller Completed at San Pedro

Starting with a Monk-design hull, Mr. and Mrs. Edward Derringer have just completed one of the best-equipped fishing boats in Los Angeles harbor. The *St. Jude is* 40.7x12′ and is powered with a General Motors 4-71 engine, 3:1 Twin Disc reduction gear.

The Alaskan-type troller is strip-planked and is covered with reinforced plastic (fiberglass)below the waterline. Working on a bronze shaft is a Wirkkala propeller. Other equipment includes a Wood Freeman automatic pilot, a Sur Echo depth recorder, and Sperry hydraulic topside controls. Utilizing a Freon refrigeration system, the *St. Jude* can carry 10 tons of fish.

Derringer's last boat was the *Blue Star*. He has fished from San Pedro and San Diego since 1936. To Viola, his wife, is due much credit for work on the *St. Jude* and for fishing know-how.

His son, Ed Derringer, Jr., has just purchased the troller *Robert M.*, and was readying her for general fishing as this story was written.

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The OPEN Ocean

Challenges the Scientist And Dares the Fisherman

By
Dayton L. Alverson
and
Donald E. Powell

Part II

Continued from October Pacific Fisherman

Long-Line Tuna, a mature Yellowfin weighing 160 lbs., comes over the rail of the FAWS vessel **Oregon** during experimental fishing operations in the Gulf of Mexico.

● *NEW MEANS* — New methods and equipment developed or in various developmental stages make offshore exploration and fishing more feasible today. Rapid advancements have been made since World War II in the fields of marine electronics, oceanography, underwater television and fishing gear design.

Electronic devices developed for navigation and anti-submarine warware during the last war are now available in one form or another to fishery investigators and to commercial fishermen. Loran, an excellent navigational device, is now standard equipment on many offshore vessels; some even having an extra stand-by set. It is not uncommon to hear a fisherman use loran line numbers instead of latitude and longitude in referring to the location of a favorite drag or halibut ground. Accurate offshore navigation is essential in scientific studies and loran has and will be an important aid in this respect. Radar, for efficient and safe navigation and for locating surface gear, is another valuable tool.

Advances in echo-sounding equipment have revolutionized some fisheries in the last decade, and these devices will play an important role in exploration of the high seas fishery potentials. Echo sounders have been in common use in all types of fishing for a number of years, but in the past three years more modern and versatile instruments have been introduced which threaten to make regular echo sounders obsolete.

Two major steps have been responsible for the success of the newer instruments: (1) use of the cathode ray tube to present a "radar-like" picture of the bottom and of objects at mid depths, and (2) horizontal and vertical scanning, allowing the vessel operator to "sound" the waters not only directly beneath him but ahead and to each side of the vessel. At least two U. S. firms are marketing echo sounders employing cathode ray presentation. These devices have several depth scales and the facility for magnifying any given layer of water within their depth range to enable a closer look at sub-surface schools of fish or at the bottom. The use of the echo sounder to study the D.S.L. has already been mentioned and sensitive sounding gear will play a role in offshore studies.

Echo-ranging devices or scanners designed for fishing are still, to a certain degree, in the developmental stage but have been reported successful on some fishing and research vessels. The advantages of scanning, especially in offshore pelagic fishing, are apparent, permitting one vessel to explore a many times greater area and volume of water than with an ordinary vertical sounder. The addition of stabilizing machinery to the sounding head, now in development, will eliminate troubles caused by the rolling of the vessel and should make these instruments a more valuable tool for high seas exploration. To become proficient in operation and interpretation of the instrument a degree of skill is required; however, this can be obtained with experience.

Advances in oceanography will contribute to the delineation of the most promising areas for offshore fisheries exploration. New instruments and techniques are in use to measure physical and chemical properties of the waters which can be used as a gauge of possible fish concentration. The modern oceanographic research vessel is equipped with electronic instruments which, when trailed behind the vessel, transmit continuous records of temperature, salinity, and current data to the operators on board. More effective plankton and small fish sampling nets are in use or in developmental stages. Some researchers optimistically feel that the accumulation of oceanographic data, in combination with related meteorological information, can make possible more accurate predictions of fish move-

Mr. Alverson is a marine biologist of the Washington State Department of Fisheries, and Mr. Powell is chief of the Exploratory Fishing and Gear Development Section of the U.S. Fish and Wildlife Service, Seattle, Wash.

ments and abundance, which would be valuable to the planning of offshore operations, but such information is not yet available.

● *NEW METHODS* — The long-neglected field of fishing gear research has seen unprecedented progress since the last war and today all major fishing countries include gear experimentation in their research programs. Scientific gear research, hampered for centuries by the inability to see the gear in operation, has been aided by the innovation of underwater cameras and underwater television. British researchers were among the first to use frogmen and underwater movie cameras to study and record trawls in action. They were able to show that the meshes stayed wide open, allowing smaller fish to escape, and to measure the height of the head rope, angle of the doors, etc.

Recently, underwater television has been put to use in the U. S., Canada, and Europe to replace or augment the camera-equipped diver. TV units can be hung at mid depths, set on the bottom, towed from research vessels, or propelled by their own power supply under remote control from the surface. The Coral Gables (Florida) gear research station of the Fish and Wildlife Service has observed mid-water and bottom trawls in action with underwater TV, and gear modifications have resulted from these tests. In addition to gear experimentation underwater television can be used to observe offshore marine animals in their natural habitat. Dr. Edgerton of M. I.T. has succeeded in taking a series of pictures of the deep scattering layer with an electronic camera he has developed. Underwater television might be used for continuous observation of this natural phenomenon, which is not yet fully explained.

Electronic devices are helpful in offshore navigation, detecting fish, and in studying the design of fishing gear; however, they will not catch or sample marine life in offshore waters. Past experience has shown that sampling of the larger more active fishes of the open sea has been hampered by ineffective gear. Many of the nets towed in scientific studies have meshes of so small a size that they are impractical for high speed operations. The existence of large fish in the ocean's surface and subsurface waters may be better demonstrated by the use of commercial type fishing gear. The explorations could be resolved into three phases: surface, subsurface, and bottom waters. The surface regions have and can be further investigated with various size

William Reynolds, engineer on the tuna clipper "Mariner," checks the Campbell Machine Company 10" vertical bait pump working on his vessel. The pump uses a 1¾" Monel shaft, cast Monel impeller, 20 hp. 1150 rpm. motor, rated 2400 gpm. at 30-lb. head. This pump is a special product of the yard which has long been known as the "birthplace of the tuna clipper."

gill nets, seines, trolling gear, and traps. Subsurface waters must be explored with highspeed large mesh mid-water trawls, sunken gill nets, and longline gear. The bottom areas may be further studied with deep-water commercial trawls.

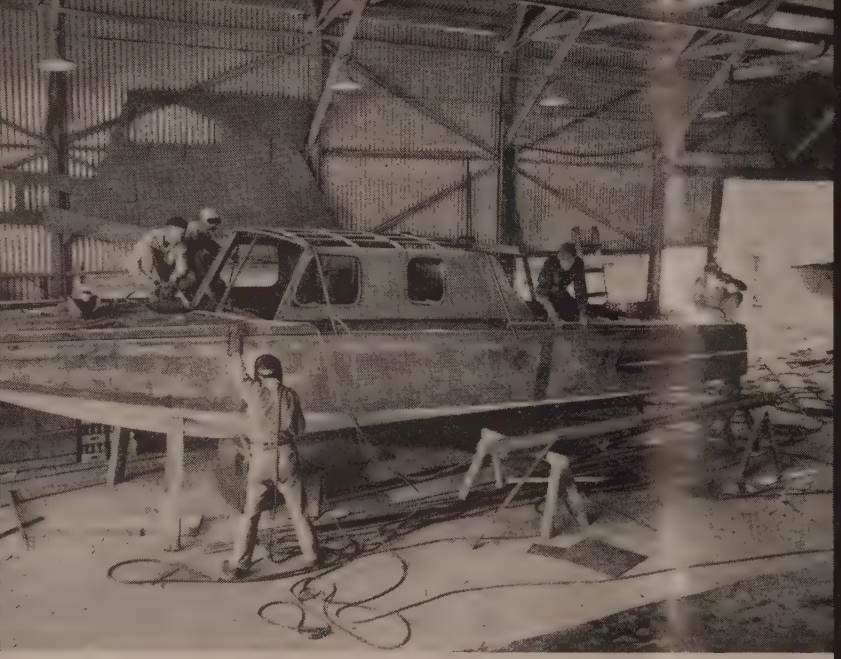
● *MECHANIZATION* — In certain high seas fisheries exploration and development the Japanese have led the way. They have found longlines to be efficient for subsurface tuna fishing and surface gill nets effective in taking Pacific salmon in offshore waters. The American industry faces a manpower problem in utilization of these methods and the answer seems to lie in developing mechanized gear capable of being operated with a small crew. FWS researchers in Hawaii and in the Gulf of Mexico have adapted modified Japanese longlines for tuna fishing on American vessels which have been productive enough to encourage U. S. commercial fishermen to outfit with longline and try tuna fishing. It is logical to assume that the gear can be made even more efficient with continued experience, and its use in studying oceanic depths should produce further interesting results.

Deep water trawling (over 100 fathoms) is common in many parts of the world and the trend towards deeper trawling continues as shallower banks become inadequate in filling the demand for bottom fish. Pacific coast trawlers go as deep as 400 fathoms for certain species and there seems to be no limit to trawling depths except that imposed by the physical capabilities of the vessel and its gear and the availability of deep water species. Larger vessels with more powerful engines, bigger and better winches, efficient nets, stronger floats, and improved navigating and echo-sound equipment will aid deep water studies and could make bottom fishing feasible far beyond the present limit.

Mid-water trawling has been successfully conducted either on a commercial scale or experimentally in Denmark, Sweden, Canada, and United States, among other places. Experience indicates that mid-water trawls must be designed and operated in a special way for each type of fish or fishery. This probably accounts for the difficulties experienced to date in attempts to introduce the Danish and Swedish mid-water trawls into North America. There is little doubt, however, that better mid-water trawls will be developed and that they will become important in exploration and fish production.

● *ELECTRIC FISHING*—It is important in mid-water trawling that the exact depth of the net is known. Depth of the net has been usually determined by calculating wire length versus angle or by a companion vessel sounding over the net. Several depth devices have been produced for mid-water trawls, but none have been completely successful. The gear research station of the Fish and Wildlife Service at Coral Gables, Florida, is working on the development of a workable mid-water trawl with a continuous indicating depth meter. The depth meter, being built at the University of Miami Marine Laboratory, will attach to the trawl or trawl door and will transmit depth data to the vessel by sound impulses or by electrical impulses through a connecting cable. This device is modeled after a prototype developed at the Woods Hole Oceanographic Institution.

The big question mark in fisheries development is electrical fishing. Practically every major fisheries nation now is engaged in some form of electrical fishing research. The Germans stepped out in front with reportedly successful sea trials using electrical fishing gear designed to attract fish to a trawl mouth or other collecting gear. European tuna fishermen are making catches with a shocking device which stuns large Bluefin as soon as they take the hook



TAKING SHAPE. As soon as steel work on 25 foot Sewart "jo boat" is completed, boat will be "metallized"—sprayed with molten metallic zinc for extra durability in salt water.

MOVING DAY FOR HULL 490. Here the preliminary work has taken place at yard #1 and the 30 ft. hull is being hoisted onto truck bed for four mile trip to yard #2 where superstructure and fitting out will take place. F. W. Sewart, (right foreground), directs loading.

CHRYSLER IMPERIAL V SPECIAL 200 h.p. Marine Engine is lowered into hull of 34 footer. All boats pictured are awaiting installation of twin Imperial V Special engines. Sewart Seacraft builds 100 boats a year, 20′ to 80′ long.

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F. W. Sewart, President, Sewart Seacraft Inc., Berwick, La.

One of the most important products of Sewart Seacraft Inc., boat builders of Berwick, Louisiana, are the small, powerful all-steel workboats used by oil producing companies operating along the Gulf Coast. The work these little boats do in servicing oil field installations is year-round, rough and tough. Demands made upon engines powering boats are almost unbelievable. Round-the-clock use permits time for nothing but the most necessary service.

Under these circumstances, it is significant to note that a large part of Sewart Seacraft production is Chrysler-powered. In fact, of the number of Sewart customers specifying gasoline marine engines, better than 95% specify Chrysler. F. W. Sewart, president, writes, "We think the Chrysler Marine Engine is the finest marine power plant built. Parts are always readily available."

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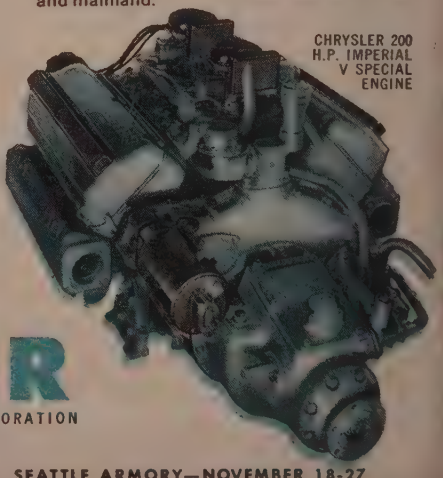
"JIM RICK" a Sewart-built Chrysler-powered boat, hauls personnel and supplies to and from drilling rig near Morgan City, La. Drilling crew lives in quarter boat at right. "Jim Rick" furnishes transportation between drilling rig and mainland.



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Tony Mihovilovic, owner-skipper of the purse seiner "Marauder," long a head-liner in the San Pedro fleet, is shown here with his new Lear ADF (automatic direction finder). These sets are manufactured in Santa Monica, Calif., at the Learcal division of Lear, Inc.

Abalone Firm Served By Seven Diver Boats

Abalone diving boats in the fleet serving Pierce Brothers Fisheries, Santa Barbara, processors of frozen abalone steaks, patties and sticks, include: the *Nadine,* Robert Benton; *Fanny M,* Ted Benton; *Dolphin,* Jack Fanner; *Princess Marie,* George Greco; *Dorothy Ann* and *Sea Dog,* Charles Pierce; *Bali,* S. Armann.

The processing of the abalone seafood products is conducted on Stearns Wharf, Santa Barbara.

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1955 Albacore Resource Only Partly Fished

● Two distinct bodies of Albacore tuna were present in the eastern North Pacific in September, but only a part of one was utilized commercially.

This is the POFI analysis of exploratory Albacore studies by POFI, the American section of the International North Pacific Fisheries Commission and the Pacific Marine Fisheries Commission.

One body of Albacore in September lay along the Pacific Coast from Southern California to Southern Oregon. In the south this population supported the California Albacore fishery of 1955; but the northern portion was virtually unfished, being about 300 miles offshore. This distance from shore was much greater than in the heyday of the Oregon-Washington Albacore fishery from 1937 to 1946.

West of this body of fish to about 157° West longitude, which runs north from Hawaii, was a breadth of sea barren of Albacore; but beyond 157° there was another mass of Albacore from which the exploratory vessels readily took fish by trolling and gillnets.

Ketchikan Troller Dies

Herbert Stewart, 57, owner of the troller *Tyke,* died recently while being taken to a Ketchikan hospital. He had collapsed, apparently from a heart attack, while working at a seasonal job in the Ketchikan salmon byproducts plant.

Baby Clipper Sinks

The "baby" tuna clipper, *La Belle,* owned by Archie White of San Diego, was reported to have sunk off Costa Rico in September. The boat had been operating out of Puntarenas for a year or more. The crew was saved.

Cliff B. Waltz, who represents the tuna clipper engineers of San Diego, working on the bait boats out of that port. The lodge is associated with the International Association of Machinists.

Jangaards To Test Australia's Tuna Potential

W. R. Brennan, managing director, Port Lincoln Fisheries, Ltd., Port Lincoln, South Australia, arranged with the Jangaard brothers, Chris and Sverre, of San Diego to make a survey of the tuna fishing possibilities in South Australian waters. The Jangaard brothers will use the vessel *Tacoma,* built in Australia from plans by Western Boat Building Co. and equipped to their specifications. Both bait fishing and possibly purse seining will be tried. It is thought that the Jangaard brothers will be "way down under" for the next four months. The survey is being made for the South Australian government.

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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE*

Spoons Out-Fish Plugs in British Columbia Studies

● In a recent publication of the Fisheries Research Board of Canada, B. S. Milne reported on the results of a study made on the effectiveness of salmon trolling lures. The study was made for a five-week period in 1953. Four types of lures were used in the investigation which were towed at various depths by a chartered commercial troller. The lures were classified as (1) large spoons, (2) small spoons, (3) large plugs and (4) small plugs. The results indicated that spoons were superior to plugs for Silver salmon and that the small spoons caught more Silvers than the larger variety. Similarly, small plugs caught more Silvers than large plugs. With Kings, the spoons also caught more fish, however the larger spoons were the most effective, catching both more and larger fish. By weight, large plugs caught a greater percentage of fish than the other types.

True Cod May Follow Migrations of Herring

According to a recent paper by two Canadian biologists, Pacific truecod may have a migration pattern similar to that of the herring. The scientists have been tagging truecod in the inside waters of Vancouver Island. During recent studies 1305 truecod were tagged and 280 recoveries were made. Only 12 of these were taken outside the area of tagging. Many of the truecod tagged were punctured to release gasses in the body cavity which expanded while being brought up from deep water. Because herring are an important component of the truecod diet it is felt their wanderings may be related. However, tag recoveries partially substantiate this theory.

The growth of truecod was shown to be very rapid and obtained average length of 9.5" at the end of the first year and close to 17.5" at the end of the second year. Growth was shown to be rapid during both the summer and winter months.

Cobb Returns From Gulf Cruise

The Fish and Wildlife exploratory fishing vessel *John N. Cobb* returned on September 28 from a 12 week cruise through the Gulf of Alaska. The cruise was reported to have yielded valuable information on the offshore distribution of salmon. Gillnetting was carried out from 50 to 300 miles offshore and all five species of Pacific salmon were caught in a number of the sets. Chum salmon were the most abundant in the overall catch while King salmon were the least abundant. Most of the fish caught were of good size and were considered to be this year's spawning stock although some smaller fish were taken in small mesh nets designed to catch immature fish.

The gillnet catch for 50 sets produced 1248 Chums, 639 Pinks, 367 Reds, 211 Silvers and 19 Kings — a total of 2484 salmon. The gillnets set also caught 55 Steelhead and a variety of other pelagic fish such as pomfrets, jack mackerel, shark, and a few rockfish.

Over 2000 salmon were brought to Seattle for racial studies which will be carried out by biologists.

The *Cobb* was scheduled to leave Seattle on October 17 for a four week exploratory cruise off the Washington Coast to search for shrimp beds. Some trawl work is also anticipated.

Would Limit Net Fishing To Territorial Waters

The Southeast Alaska Seine Boat Owners Association has recommended to the International North Fisheries Commission that no net fishing—gillnets, seines or trawls—be permitted outside the 3-mile limit: that "outside" fishing be limited to hook-and-line.

Citing the failing Alaska salmon runs, the association's directors—J. F. Krause, president; Eric Lindeman, Joe Williams, Frank Williams, James Stinson, William Muller, Henry Denny and J. C. Strand—also urged drastic measures to reduce the sea lion population, charging that sea lions "consume more fish than all the commercial fishermen take out of Alaskan waters".

Diesel for 'Ancona'

Pete Ancona, San Francisco, owner of the combination boat *Patty Ancona*, has repowered her with a General Motors 2-71 diesel engine, purchased from and installed by Shoreline Diesel Maintenance, Fishermen's Wharf, San Francisco.

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318

Harold Cary Discusses Effect of Tuna Imports

The American Tunaboat Association, through its general manager, Harold Cary, has developed some interesting figures on the effects on the tuna and allied marine industries of frozen tuna imports.

Mr. Cary points first to the fact that, without incentive for new boat construction, such people as naval architects, boatyards, machinists, carpenters and marine suppliers are affected adversely. Similarly affected are manufacturers of marine refrigeration equipment, diesel engines, electronic equipment, etc.

Further, when the domestic tuna fleet is idled or its activities curtailed because of frozen tuna imports, fishing captains, navigators, engineers, radio operators, fishermen, mast men, chummers and cooks, forming the personnel of a tuna fishing boat, are out of work.

Mr. Cary's report elaborates further on how the other phases of a tuna fishing community are severely impaired by reduction in the domestic fleet's activities.

He mentions that the U. S. Tariff Commission considers that raw fish is 55.94% of the cost of canned tuna. All the skilled people listed above contribute to and participate in this revenue.

Quoting Mr. Cary: "Last year the U. S. government estimated production at 161,000 tons of fish by U. S. flag fishing vessels delivering in this country. This produced approximately 7,100,000 cases of tuna. The value of this production divided by the average hourly manufacturing earnings in 1954 would provide nearly 46,000,000 man-hours of employment at that average earning.

"When a ton of Japanese fish is canned in place of a ton of domestic fish, 44.06% of the value of a can of tuna remains in this country. This may be augmented slightly by brokerage fees and earnings of dock workers.

"Thus the need for domestic fishermen and the skilled mechanical, technical and professional skills supplied all over the United States is totally gone. The need for cannery workers and allied activities remains.

"If the 161,000 tons of fish delivered by U. S. flag fishing vessels were supplanted by foreign fish there would still remain enough new wealth to provide 20,000,000 man-hours of employment.

"However, frozen tuna has been experimentally exported from Japan in the form of cleaned loins which would, if successful, eliminate cleaners from the U. S. canneries. Also experimentally shipped have been a lidless can of tuna (also coming under the duty-free classification). This, if successful, would eliminate another group of cannery workers and reduce this 20,000,000 hours. This is quite apart from giving consideration to whether or not canners in this country could get an assured supply at a competitive price, once control of the raw material passed almost entirely to Japan.

"We find specifically that when a ton of frozen imported tuna *supplants* a ton of domestically produced tuna, it eliminates 55% of the value which would accrue to Americans and to the domestic economy."

"Red" Gillette, owner-skipper of the "Corregidor II," at work on his lampara net at T. C. Carter's facilities in Long Beach, Calif.

Red uses Spongex floats on his net, dipping in Techkote Net-Life. Powered with a 4-cylinder GM diesel engine, the net boat works twin gurdies.

Gillette's first "Corregidor" was sold to a fisherman at Port Orford, Ore.

Special Reduction Process Devised for New Plant

Method of processing at the new fish reduction plant established at Prince Rupert by the Fishermen's Co-operative Association was developed in consultation with H. N. Brocklesby, consulting chemist of Long Beach, Calif., and formerly with the Fisheries Research Board of Canada in British Columbia.

Management of the plant is under Michael Krueger, graduate of the University of Albert, who has been managing the association's fish oil plant. In addition to the reduction and oil plants, the Prince Rupert association, under the general management of Ken Harding, operates a cold storage, liver processing plant to produce vitamin oil, fresh and frozen fish facilities and general store.

Financing of the new plant has been arranged with $80,000 debenture bonds offered for sale by the association. The 15-year bonds authorized two years ago will mature at 4½ percent interest. They are in denominations of $50, $100, $500 and $1000.

First co-operative plant of its kind in Canada, the Prince Rupert operation processed about 8000 tons of herring during the past winter — its first season of operation.

The new plant will be used mainly for processing herring and offal from other fish to produce fish meal and oil for agricultural, domestic and commercial uses.

The equipment includes two dryers (one steam and one flame-type), three presses, three cookers, two centrifuges, fluffer, meal grinder, conveying equipment. Some of the equipment was bought in Bay City, Wash., and San Francisco and has been delivered by barge.

New Instrument Job

Dominic Tringali, San Francisco, owner of the combination boat *Dana T.*, has installed a Model AE42 27-watt Apelco radio telephone transmitter and receiver, purchased from and installed by Cal-Marine Radiophone Co., Fishermen's Wharf, San Francisco, and Sal Gumina has put a Model 55A Apelco on his *Anna Marie.*

Sal Drigo has put a Model DE116 Raytheon Fathometer on his salmon troller.

* * *

The *Giuseppe Maria,* San Francisco trawler owned and operated by Cresci Brothers, recently had her Atlas engine completely overhauled by Parker Diesel Engineering Co., Oakland.

Pelican Seiner Gets Cummins Diesel

Al Perkins' seiner *Vivian June* has been repowered with a Model HRM 600, 165-hp. Cummins diesel engine equipped with a 3 to 1 Twin Disc reverse and reduction gear and a Twin Disc front power takeoff. The engine was supplied by the North Coast Marine Engine & Equipment Co., Seattle. The *Vivian June* fishes for the Pelican Packing Co. at Pelican, Alaska.

Castagnolas Fish Sharks Off Santa Rosa Island

The *Cecilia,* Vic Castagnola, and the *Americo,* Lawrence Castagnola, have been fishing soupfin with gillnets in the vicinity of Santa Rosa Island. Both boats work from Santa Barbara.

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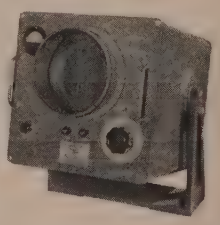

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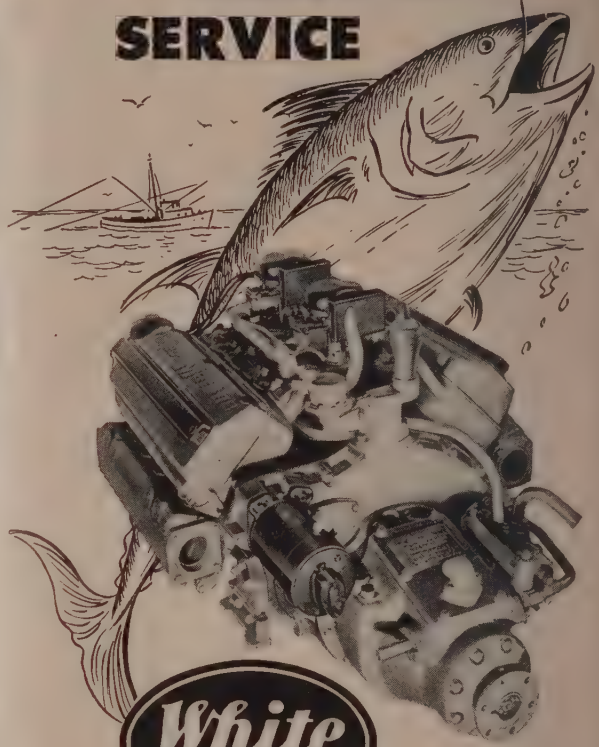

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Moss Landing Miscellany

Moss Landing became "Little Norway" in September, as tons of Albacore poured in from the northern trollers. The Norwegian skippers (most of whom are from Puget Sound) were here in force, and with good reason: Moss Landing was the only port on the Pacific Coast where the fish were being purchased in large amounts, as deliveries to San Diego and San Pedro were stopped by a strike.

Among the many boats and skippers in the harbor were Art Hansen on the *Leif II,* Hans Sorenson of the *Defiant,* Harold Jorgensen on the *Radar,* the Egil Hansens, father and son on the *Recovery,* Nels Nesland, Eilert Ongstad and Ragnvald Ringstad on the *Bonanza,* the Levang brothers, Olav and Johan, of the *Olene,* and Obert Johnson of the *Mode-O-Day.*

Price per ton dropped from $300 to $280 when buyers found it necessary to ship the Albacore to canneries in Astoria. A number of fishermen, unhappy with the price, then left to fish for silver salmon in the north.

* * *

A week of stormy weather in late September sent a large part of the fleet into Moss Landing where the men spent their enforced vacation in various ways. Some, like Jim Ingleson of the *Rose Marie,* flew home. Jim suddenly remembered it was his birthday. He phoned his wife in Astoria to meet him in Portland, and in a few hours he was cutting a birthday cake.

Another group went to Tassajara Hot Springs for several days. Those who stayed in the harbor pooled their food for "pot luck" dinners. When the weather flattened and there were reports of fish they put fun aside and got back to work.

* * *

The Moss Landing salmon fleet came home when the season closed Sept. 30. Most of the boats had headquartered at Bodega Bay, where fishing was consistently good. Unlike other years, there never was a real "run" in Monterey Bay.

Leading the fleet down the coast were the big boats, Pete Anderson's *Joan B.* and Glen Shipley's *Wanderer.* They were followed by "Tiny" Leber of the *Castaway;* Art Erwin on the *Sea Star;* Jack Norman on the *Doris N.,* Pat Whiting on the *Vigilant* and "Tex" Holdridge on the *Dorothy V.*

* * *

Donald Simkins and Darrell Reese of Santa Cruz have leased the *Dora II* from Mr. and Mrs. Albert Bolduc of Florence, Ore., who recently bought the boat in Moss Landing. The two partners planned to fish Albacore the rest of the season and then deliver the *Dora II* to her owners in the north.

Curtt Olson, who lost his troller *Sonja* last year in Mexico, is skippering Bill Anderson's *Western Skies* for the rest of the season.

* * *

Audie Wilkes, who ran Tony's Cafe last year, is back in Moss Landing. She has been following her husband Pete, on the *Christe,* up and down the coast until he came into the harbor here.

* * *

In addition to the Albacore that has been coming in, the bait boats, *Tommy Boy,* Lou Denny Wayne, and *Three Sisters,* have been unloading tons of squid to the Santa Cruz Canning Co. here.

* * *

Tuna fishermen carry thermometers for testing water temperature before they put out their lines. Skippers have been wondering why the thermometers disappear at time. An explanation was found recently when one fisherman saw a shark rise up out of the water and swallow the whole thing.

Trawl Cable Meter Proves-Out in South

Rolf Sannes of Seaside Supply Stores, Inc., San Pedro, reports a great interest in the Olympic No. 685 trawl cable meter, which is designed to eliminate cable marking, assure correct set of the trawl and to avoid errors caused by cable length changes occurring at sea.

Mr. Sannes is distributor for the product in Southern California, Mexico and Central and South America. He has supplied one of the meters to the *N. B. Scofield,* California Fish and Game boat, for work on the vessel's trawl and to the *Liberty Bell,* San Pedro purse seiner, which is now fishing out of Costa Rica.

The head of the company manufacturing the meter has just returned from a trip on the *Oregon,* research vessel working a deep water shrimp trawl in the Gulf of Mexico. This vessel tested the Olympic trawl cable meter.

Grover Coffin Passes

Grover C. Coffin, former president and lately vice-president of Specialty Processors, Inc., seafood canners of Petersburg, Alaska, died in Seattle Sept. 22 at the age of 66. Mr. Coffin had been active in the salmon industry of the Petersburg-Wrangell district for more than 40 years.

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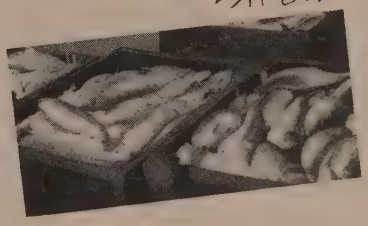

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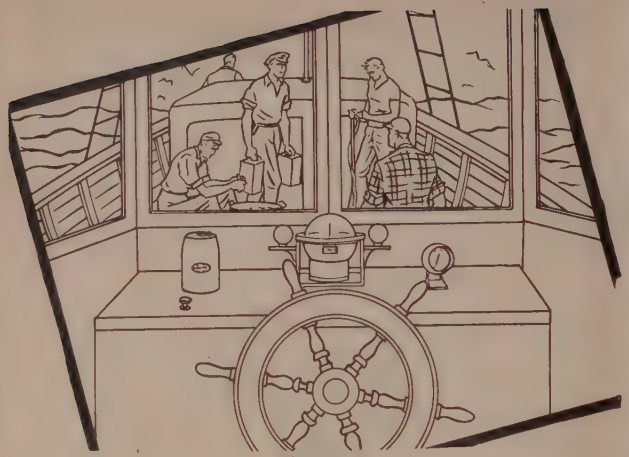

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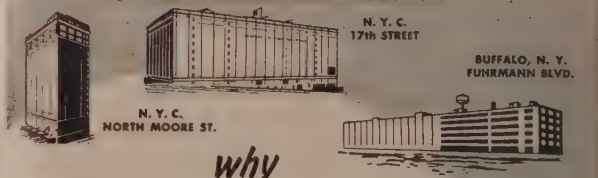

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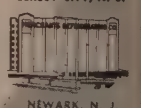

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Sea Hawk, owned by Capt. John Vidovich, won the sweepstakes prize at the San Pedro Fishermen's Fiesta boat parade.

Winners at Fishermen's Fiesta Marine Parade

These were the winners in the ninth Fishermen's Fiesta Boat Parade, San Pedro, October 2:

Sweepstakes and non-sponsored first place, *Sea Hawk*, John Vidovich.

Second place, non-sponsored, *Gigi*, "Jack in the Box," Frank Coscetti; third place, *Endeavor*, "Paper Doll Land," Sam Randazzo; fourth place, *Western Explorer*, "Lost Toys on Parade," Frank Manaka (last year's sweepstakes winner); fifth place, *J. A. Russo*, "Toyland Express," Filip Rugnetta.

Commercially sponsored: *Clermont*, John Evich, American Can Company, "Tin Soldiers"; *Windward*, Van Camp Sea Food Co., "Pirate Ship," representing the ship which houses "Chicken of the Sea" products at Disneyland; *Miss Universe*, Jerry Thomas, Star-Kist's "Davey Jones Toys"; *Sea Ranger*, Jerry Keisor, sponsored by Redondo Sportfishing Co., "A Man-Sized Toy"; *City of San Pedro*, Sam Mirkovich, Rotary Club's "Toys for the Needy."

Non-commercially sponsored: *St. George II*, Anthony Pisano, Fishermen's Cooperative Association, "Help Save the Pieces"; *Stranger*, Larry Zuanich, Boys Dream Ship, Catholic Alumini Club.

Several of the fishing boats carried signs calling attention to the frozen tuna import situation as it affects local fishermen. And some of the boats in the parade carried frozen tuna in their holds, waiting for unloading and the cannery strike to end: *Western Explorer, Delores M, Sea King, Western Fisher, Stranger*, etc.

California Fish Canners Association sponsored the televising of the Fishermen's Fiesta blessing of the fleet, boat parade, etc. at a cost of $10,000. Wm. C. Morehead, president of the Association, appeared with E. L. Morris, head of the Tuna Research Foundation, on Channel KTLA just previous to the blessing of the fleet ceremony.

"Pirate's" Skipper Has Tough Experience

On a recent Saturday morning, Skipper Fred Brandes of the fishpacker *Pirate* sent out a distress call that his boat was sinking off Cape Chacon, Southeast Alaska. Then his batteries shorted out, and it was not until Monday that the *Pirate* was located by an aerial prospector, beached in a small cove near Scott Point, between Moira Sound and Cape Chacon.

When he called for help, Brandes said, there was 3′ of water in the engine room. He and his wife, Alcesta, spent two nights in the flooded boat and 2½ days on the beach, unable to contact any passing boat. Then they built a big beach fire, which drew the prospector's attention: a Coast Guard plane dropped food, and the Coast Guard cutter *Kimball* took them aboard and towed the *Pirate* to Ketchikan.

It was found that the water had come in through an unlocked bow port-light that had been knocked open, and there was little damage to the boat except from water to the interior and electrical equipment.

Best Splicer—Joe Pilato, San Pedro fisherman, wins the rope-splicing contest at the 1955 Fishermen's Fiesta. He also won in 1951, 1952 and 1954.

Fishermen's Fiesta time in San Pedro always brings out the wholesale fish dealers to produce seafood dishes for fiesta feasts. Here are, left, Vince DiMeglio, Frank Mineghino, G. DiMassa (supervising chef), Matt Stanovich and Frank Camillo, all of San Pedro.

Death Takes Retired Halibut Fisherman

Nick Farstad, former owner and operator of the Ketchikan halibut boat *Defense*, died in that town in September, following a heart attack. A native of Norway, he had lived in the Ketchikan district for 29 years, most of that time engaged in fishing, but retired a few years ago.

Boat Show Season Always Brings Fisheries People Out in Schools

● Boat Show Season in Seattle brings out progressive fishermen and cannery superintendents like a school of candle-fish draws Cohoes.

It's late enough to suit the seiners fresh from Cherry Point and West Beach; and early enough for the superintendents to look over the new offerings before placing their orders for next season.

And *do they go for it.* The Seattle National Boat Show for years has been one of the real attractions for commercial fishermen; and the fishermen for the show also, because they come for ideas, with the ability to buy what they want—and not just to sign their names for a free chance at a pink plush Teddy bear.

When is this show?

November 19 through 27—and at the usual place, the new Armory.

Bob Ladd, general manager of the Pacific Marine Supply Co., is the chairman of the show this year; and he's doing a *job.*

The Dealers' Day luncheon, which is one of the special features of the show each year, appealing in particular to the marine supply trade, is billed for Monday, Nov. 21, at the Seattle Yacht Club. It will start at 11:30, giving time for something before the food; and will be in charge of F. A. "Doc" Harvey.

This will be the fourth annual Dealers' Day, and they're getting better year-by-year. One of the United States' best marine speakers will be on deck to talk. He's Joe Choate, manager of the New York Boat Show—and of course he may pick up a few pointers while in Seattle on what makes the nation's second biggest boat show—Seattle's—click like a Geiger counter on Frenchman's Flat.

All dealers and marine industry persons are invited to this luncheon, for which reservations can be made by mail at Northwest Marine Industries, 512 First Ave., North, Seattle.

Pacific Fishermen has been privileged to take a peak at some of the exhibit material, and to talk to the representatives of houses which have reserved space for the show—and, by the way, those that didn't get their orders for booths in early were disappointed. The space was sold-out long ago, assuring a top-notch attraction. Following list covers most of the exhibits which will be of special interest to the commercial fishermen, operators, canners, superintendents, and those who sell them. Alphabetically:

Albina Engine & Machine Works shows its direct control power take-off which has proven a boom to so many trollers and other fishermen.

Apex Marine & Equipment Co. counts on its showing of Harnischfegger diesel and Graymarine diesel and gas marine to catch a crowd for its booth.

Auto Engine Works, Inc., knows its showing of Capitol marine reverse and reduction gears will be of interest to the many fishermen who have them, as well as the prospects.

Pacific Bendix Corporation will feature its electronic instruments, particularly fish-spotting and navigational devices in the display of Bryant's Marina, its Northwest marine distributor.

Bryant's Marina does a big business with commercial fishermen in Evinrude outboards and Chris-Craft engines, as well as Chris-Craft boats and a myriad of other items for the fishing fleet. They'll all be shown in a big display.

Buda Company, represented by Northwest Motor Parts & Manufacturing Co., will show Buda diesels, which drive a lot of high-share fishing vessels.

Chain Gear Co., with its Twin Disc reverse and reduction gears and Morse Morflex Marine couplings, will show fishermen modern means of delivering power to the working point.

Fairbanks, Morse & Co. diesels always command a lot of interest at the Boat Show, and will again this year—that's a sure bet — although details were being held back at presstime in the interests of surprise.

Fisheries Supply Co. finds that Scott-Atwater outboard always draw the interest of the many commercial fishermen who stop-by at the show.

"Doc" Freeman's, Bob Braas and Pete Knudson, et al, plan a booth built around the engines, pumps, lighting plants and generators they handle for the fishing fleet.

Fremont Electric Co. means Onan generators, Fremont bonded batteries, Clinton outboards, ATR converters and Constavolt electric equipment to fishermen and cannery superintendents—and that's what Moore McKinley will show again this year—in the 1955-perfected models, of course.

General Petroleum Corporation makes a special point of catering to the fishing fleet on Puget Sound, and its booth will be a center for the attention and convenience of fishermen.

G. F. Goodrich Sponge Products Co., manufacturer of "Spongex" net floats, will have them in all sizes, shapes and purposes, together with qualified experts to discuss these modern floats and their application to fishing gear.

Grandy Boat Co. specializes in fishing vessels and will have some of its work on display.

Seth Green Machine Works makes a specialty of converting engines of proven ability to marine duty and for the special requirements of commercial fishermen. Its exhibits of these conversions are sure-fire interest attractions.

International Marine Supply Co. will show its International marine paints prominently, with Sherwood pumps another feature of its lay-out.

Miller Freeman Publications as usual will have an attractive booth where fishermen can place subscriptions and discuss their problems and development in the fisheries with members of the staff of *Pacific Fisherman, Pacific Work Boat* and *SEA* and *Pacific Motorboat.*

Kolstrand Manufacturing Company's displays are always a feature of the show, with their extensive line of fishing boat equipment, deck gear and fishing gear, with numerous new models and refinements offered this year for the first time. Wood Freeman's Metal Marine Pilots will be found in this booth.

McCune-Merifield Co., representing an extensive line of manufacturers of marine equipment and supplies, will have a display featuring representative items from each of the lines of their principals.

Evans Engine & Equipment Co. of course will show the show-goers the newest things in General Motors marine diesels, and that's saying something, for the line is as long as it is interesting.

Fiberlay, Inc., is arranging a display of glass fiber cloth and plastic materials by which it is used in boats, tanks, cannery fish bins, and other applications of the commercial fisheries.

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Good example of a successful charter boat operation is Deportes Del Mar, S.A., owners of a four boat Marlin fleet out of Mazatlan, Sinaloa, on the Gulf of California in Western Mexico. As experienced sport fishing boat operators, their evaluation of marine engines is backed by plenty of actual performance tests. Here's what they say about *Nordberg* power:

"In powering our Marlin Fleet, like other commercial operators, we looked first for dependability and low operating cost. It was also important that the engines have plenty of power and respond quickly to the throttle. The fact that three of our four boats are now Nordberg powered — with another soon to be delivered — shows the faith we have in these fine Nordberg Gasoline Marine Engines."

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Marine Engines.

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Address_____

City_____ Zone____ State____

Edwin Monk, Seattle naval architect whose fishing vessels have proven their ability to earn a solid share in their rugged trade, will have drawings and models of his work on display in his booth.

N. C. Marine, distributor for Caterpillar marine diesels and Chrysler marine engines, will command a lot of attention at the show with a comprehensive display of these two lines, outstanding in the fishing fleets.

Marine Construction & Design Co. is sure it will have no shortage of interested observers at its booth, for it will be showing the Puretic power block, which made purse seining history in its first season on the banks of Puget Sound and British Columbia.

North Coast Engine & Equipment Co. is prepared to show the Cummins diesel which it handles for the fishing fleet.

Pacific Marine Supply Co. is sure to show Mercury outboard motors, Plymouth Rope, Gold Medal and Barbour netting, and items from other of the multitude of lines it carries; plus Universal motors and Wilfred O. White depth sounders, compasses and other navigational instruments.

Pacific Plastics has many items of use and interest to the fishing trade and will build its boat show booth about them.

Pacific Fishing & Trading Co. will emphasize Nordberg gasoline engines and the netting products of The Linen Thread Co.

Raytheon Manufacturing Co. will be prominently represented by its Fathometers, radar and other modern electronic instruments employed in the fisheries.

Ross Laboratories, from which have come some electronic developments of great interest to commercial fishermen, will show its depth indicator particularly designed for the needs of commercial trollers, crab fishermen and small otter trawlers.

Seattle Marine & Fishing Supply Co. specializes in fishing gear and the equipment of the commercial fishing fleet and is certain to produce a display of special significance to fishermen out of the extensive supply and equipment lines it handles.

Sudbury Laboratories produce a line of chemical products which go a long way toward making a fisherman's life easier, simpler and more profitable; and they'll be featured by Sudbury at the show. .

Sunde & d'Evers Co. will show Lauson outboards and the Kermath inboards which it handles prominently in a display backed by the multitude of marine items which it stocks for the commercial fishing fleet.

Western Gear Works produces a number of specialized gears employed in the fishing industry to meet the particular needs of fishing vessels for rugged power on the propeller, instantly controlled and efficiently delivered. These it will show and be ready to explain.

White Diesel Engine Division of the White Motor Co. will display a full line of Chrysler marine engines, including the new V-8s, and also their line of Atlas, Superior and Lister marine diesels.

C. A. Woolsey Paint & Color Co., whose marine paints have been discouraging barnacles and ship worms for many decades, will supplement the showing of its old-time line with new products in the field of marine finishes.

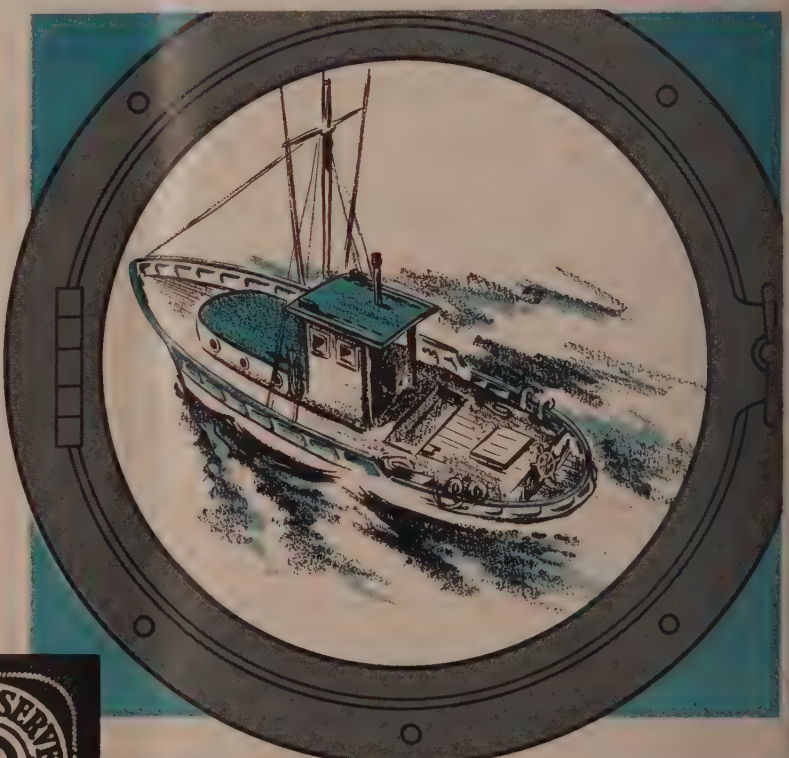
Wright Outboard Marine is a specialist in Johnson outboards and know how important they are to commercial fishermen. Thus it will feature them, along with Michigan wheels at the boat show.

Northwest Instrument Co's marine electronics display will attract the eyes of many fish boat owners with a colorful showing of Apelco, Edo, Raytheon and Ross products.

WHY TIME-TESTED
TRIPLE C
BEATS THE HIGH COST
OF HAUL-OUTS

Fishermen say Triple C is good for boat bottoms, but they really mean it's bad for grass, teredos, and all other marine growth. With Triple C . . . Cape Cod Copper Compound . . . keeping bottoms clean, slick and drag-free, owners expect their boats to go faster, burn less fuel, and need fewer costly haul-outs.

Actually, most people who know and use the sea, know and use Triple C. Its only secret is the formula, time-tested to guarantee anti-fouling action for months longer than ordinary bottom paints.



LIFE PRESERVER BRAND AMP

AMERICAN MARINE PAINT CO.
SINCE 1903

SAN PEDRO SEINE SETS

SEASIDE SUPPLY STORES report that *Western Sky* recently bought nylon netting for use in its tuna sack; also the *New Saturnia* . . . Rolf Sannes also says that two Seaside balloon shrimp trawls were sold to Costa Rica, and two cotton lampara-type bait nets to Cuba . . . Ivar Gjerstal is in Turkey, working, it is believed, with Sam Braco, who has worked with many countries in improving fishing techniques and knowledge . . . Shepherd Marine has sold a Wood Freeman Pilot to Sid Ross' fishing boat, *Esther May* . . . and a Kaar radiotelephone to R. J. Roth's *Dorothy May* . . .

WHITE ROSE has been rebuilt by San Pedro Boat Works and bought by George Garvin of the Garvin Towboat and Barge Co., Long Beach . . . *Marauder* has been equipped with new plywood fish tanks, reinforced with fiberglass, by Harbor Boat Building Co., which also recently completed a fiberglass sleeve for the *Vagabond's* tail shaft, replacing the older lead sleeve . . .

ST. JUDE is a new Monk-designed troller, hull built in San Gabriel and finished by the owners, Ed and Viola Derringer. She is extremely well built and completely equipped for safe and efficient fishing . . . Skipper Alfredo Valtino and crew of three of the *Three Sisters* recently pled guilty to catching Bluefin in closed waters off Catalina Island. Fines totaled $550 . . . San Pedro Tuna Fishermen's Wives Emergency Committee and the Newport Harbor Grange distributed 50,000 tuna recipe sheets at the recent Los Angeles County Fair. Recipes were provided by the California Fish Canners Association . . .

STAR-KIST recently delivered a carload of tuna and egg noodles, mackerel and sardines to the American Red Cross to be used for eastern flood-disaster relief . . .

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION

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Wm. B. Freeman, Publisher

Sworn to and subscribed before me this 27th day of September, 1955.

Barbara M. Hampson
San Francisco, California

(My commission expires February 18, 1958)

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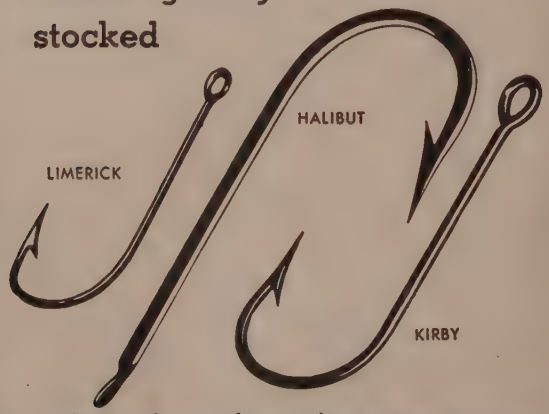

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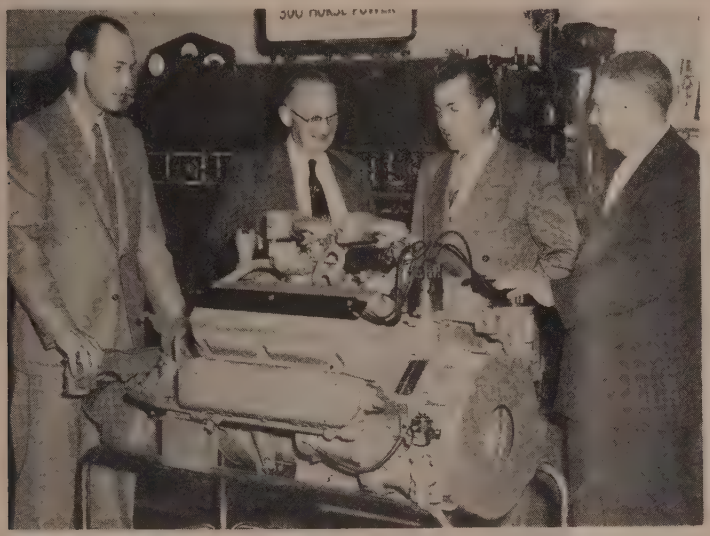

Boat Show Pre-View—White Diesel Engine Divisions's **Bill Russell,** sales engineer; **Fred Hudson,** Seattle branch manager; **Ralph Peters,** Ketchikan branch manager; and **Mike Yost,** Chrysler Corporation, were talking about White Diesel Divisions's Seattle Boat Show exhibit Nov. 19-27; and it's a safe bet that the new Chrysler 235 and 250-hp. V-8 engines, developed upon the success of the 200-hp. Imperial V-8 pictured here, will be featured at the show. That's a 300-hp. supercharged Atlas marine diesel in the background, by the way.

Edo Corp. Observes Thirtieth Anniversary

The Edo Corporation, electronics manufacturer, College Point, N. Y., observed the thirtieth anniversary of its founding Sept. 29.

Earl D. Osborn, who founded and gave his initials to the new firm back in 1925, is still active as Chairman of the Board. The original Edo site, on Flushing Bay, Long Island, has been greatly expanded over the years.

All-metal floats for seaplanes were the original Edo products, but today the bulk of the firm's output consists of a great variety of electronic equipment.

Edo was a pioneer in the development of sonar — underwater sound. Simplification of intricate electric circuitry has become an Edo specialty and has permitted the firm to produce a line of survey depth recorders, deep depth sounders and Fishscopes that are relatively light in weight and low in cost. Design simplification has also made Edo Radar and Edo Loran well fitted for use on small as well as large vessels.

Canadian Marconi Co., Ltd., of Montreal is Canadian distributor for Edo marine electronic products.

Geddes and Cassou Handle Northill Anchor Distribution

Appointment of R. P. Geddes, Jr., and James G. Cassou as factory and sales representatives for The Garrett Corporation's Northill Co., a Los Angeles manufacturer of lightweight anchors and underwater breathing devices, has been announced by F. H. Messereau, manager.

Geddes was formerly national sales manager for the Bendix Aviation Corporation's marine division in North Hollywood and had been associated with that organization for the past ten years. Since 1953 he had operated his own business as distributor for Bendix marine products in Southern California.

Cassou had been factory representative for the True Temper Co. of Cleveland, hardware manufacturers, in their tackle division. Prior to that he was manufacturer's representative for McCune-Merrifield, in the business of selling marine and tackle products.

Geddes and Cassou will represent Northill in the distribution and merchandising of the company's well known Northill Lightweight Anchor and its recently developed Northill Air-Lung for underwater swimming.

"Caterpillar" Issues Booklet On "Matched Power"

To help owners "fit the engine to the boat," Caterpillar Tractor Co. has published an 8-page illustrated booklet showing "Caterpillar" marine engines and self-regulated electric sets used in vessels of many types the world over.

A cut-away illustrates the fuel injection system used on all "Caterpillar" diesels and, as an aid in planning installations, one page is scaled 1:35, with cutouts of all "Cat" marine propulsion engines scaled for fitting into engine rooms, and complete specifications to allow matching engine to needs and space.

Copies of this booklet, "Form DE534," may be obtained from any "Caterpillar" dealer or by writing Caterpillar Tractor Co., Peoria, Ill. The booklet is also available in Spanish, French or Portuguese.

Rooney Can Sealers Are Proving Popular

Semi-automatic vacuum can sealers, built by the Rooney Machine Co., Bellingham, to meet the demand for a small machine that will make good, uniform seams and can be operated and changed easily by anyone, has found considerable popularity among the seafood canners along the Coast. Among the concerns that have put in these machines this year are the following:

In Alaska: Coastal Glacier Seafoods, Inc., Hoonah; Chas. J. Mickelson, Wrangell; Walter Noden, Dillingham; Chas. S. Simon, Anchorage; King Crab, Inc., Kodiak (purchased through Washington Fish & Oyster Co., Seattle); in other areas: Nelson Crab & Oyster Co., Tokeland, Wash.; Pacific Pearl Seafood, Inc., Westport, Wash.; Mr. Lucas on the Sportsman's Dock at Fort Bragg, Calif., and the U. S. Fish & Wildlife Service technological laboratory in Seattle.

One has also been purchased by the A. B. Platmanufaktur, Malmo, Sweden; while Rooney open sealers have been shipped to operators in Pakistan, New Zealand and Peru.

Gear Works Changes Name To Western Gear Corporation

Western Gear, Seattle, announced recently that its formal name has been changed to Western Gear Corporation, and that it has dropped the previously used designation "Works." Company president Thomas J. Bannan says the modernizing of the name will help the company's marketing effort, as the previous name implied that gears were the principal product.

"For many years the biggest proportion of our business has been the designing and building of complex units in which gears are only a component," Bannan declared.

Western Gear Corporation is one of the Pacific Northwest's major industries, having been established in 1888. Plants are operated in Lynwood, Pasadena, Belmont and San Francisco (Calif.), Seattle and Houston. Corporate offices of the company are at the Seattle Works.

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WILL TRADE equity in well established boat repair, moorage and sales company in Seattle for combination fish boat 48-57 ft. completely equipped, suitable for man and wife accommodations. Books open for qualified buyer. Reply Box 357, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

SPECIAL FALL CLEARANCE: BENDIX DR-10A DEPTH RECORDERS, in 6, 12 and 32 volts, complete in factory packages. $279.50 f.o.b. Wilmington. Paul Hiller, 315 N. Avalon Blvd., Wilmington, Calif. TErminal 4-4538.

FOR SALE BY OWNERS: Large fish cannery including land and buildings, with reduction plant. Outstanding value at bargain price, part cash, terms balance to right party. Also two additional reduction plants and fish soluble plant. P. O. Box 391, Monterey, Calif.

FOR SALE: 78' Seiner blt. 1938, 260 H.P. Superior, 100 Ton Refrig., complete electronic equip. $27,500; 67' all brine steel Clipper 200 H.P. Atlas 90 Ton, $45,000. 38' Dsl. Kettenburg 10 T. refrig., complete electronic equip., nets, $9,500; 40'x12' Seine Stern, blt. 1947, Chrysler Majestic installed '54. 12 Ton Hold, Radio, D.F. $4,250. 39'x14' Monk designed Troller 1000 gals. fuel, 15 Ton Hold, afloat, ready for engine, $8,500. FRANK SIMON ASSOCIATES, P. O. Box 834, Berth 205A, Wilmington, Calif. TE 5-3101.

FOR SALE: Used Chrysler Crown with 3½ to 1 reduction complete with wheel and muffler. A. H. Johnson, 3629 West 64th St., Seattle. SUnset 9003.

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FISHING BOATS FOR SALE: Trollers and Monterey Purse Seiners. DON WOODWARD, Boat and Real Estate Broker, at Marine Supply Store, PO Box 45-A, MOSS LANDING, California. Telephone CASTRVILLE 6652; or apply at OAKLAND ESTUARY BRANCH, Don Woodward, Jr., Manager, care Evans Radio Dock, 901 19th Avenue, Oakland, California; Telephone KEllog 2-8158.

FOR SALE OR LEASE: Modern salmon cannery in biggest producing area on Puget Sound. Crab and bottom fish available. Write Box 293, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

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Golden Guide, Radiomarine Corporation's new portable combination direction finder, radiotelephone and broadcast receiver.

New Radiomarine Product Gaining Popularity

Radiomarine Corporation of America is highly pleased with the reception by dealers and the boating public of its new portable direction finder, the "Golden Guide." This new addition to the "Golden" series is a self-contained, compact instrument: a combination radio direction finder, marine radiotelephone receiver and broadcast receiver, which can be operated from its self-contained battery pack or 115-v. AC-DC current. Thus it is equally suitable for the smallest outboard boats or for large vessels.

Notable features are its portability (weighs only 13½ lbs., including batteries); small antenna (only 2" above the cabinet); high sensitivity, dependability and low cost. A null indicating meter on top of the cabinet can be used in conjunction with the audio signal to obtain accurate signal bearings when used as a navigation instrument.

Death Takes Owner Of Atlas Paint & Varnish Co.

Edward W. Whittemore, 54, owner of the Atlas Paint and Varnish Co., Los Angeles, died Sept. 24 at the Crenshaw hospital.

His office reports that Atlas paint will continue to be manufactured and sold. It is a paint which has found large use in the fishing and workboat fleets of the Pacific Coast. Captain John Cotter, marine sales manager for Atlas paints, makes his headquarters in Wilmington, Calif.

Mr. Whittemore is survived by his wife, a son and a daughter.

New "Cat" Engines Announced

Caterpillar Tractor Co. has announced, in a broadside mailing-piece, two new engines—D343 and D339—with full explanation of the machining and research going into these latest additions to the line, and illustrations showing the "long-life" features built into them. Copies of this mailing-piece may be obtained from any "Caterpillar" dealer, or by writing Caterpillar Tractor Co., Peoria, Ill., asking for Form 31554.

Cummins NT-6 Turbodiesel, 250 hp—the commercial availability of which was recently announced by Cummins Engine Co., Columbus, Inc. Turbochargers on the NT-6 engine are available mounted either on the side or top, to meet various application requirements.

Cummins Turbodiesel Engines Are Now Available

Production of two new turbocharged diesel engines, the Cummins NTO-6 and NT-6 Turbodiesels, is announced by Cummins Engine Company, Inc., of Columbus, Indiana. Now available for marine, industrial and other applications, the NTO-6 Cummins Turbodiesel develops 262 hp., while the NT-6 is rated at 250 hp. Maximum speed of both is 2100 rpm.

Essentially of the same design as the 200-hp. NH-600 Cummins diesel, both Turbodiesels receive their increased power with the addition of a turbocharger which produces the extra 50 hp. through a more perfect air-fuel mixture. Both are six cyl., 4-cycle engines; bore and stroke, 5⅛" x 6"; piston displacement, 743 cu. in. The weight for both is 2546 lbs.

The turbocharger is a simple gas turbine in the exhaust system, connected through a common shaft to a centrifugal blower. Expansion of the exhaust gases puts exhaust heat to work by rotating the blower at high speed. By creating pressure in the intake manifold, the blower forces more air into the cylinder, allowing a greater fuel charge to be burned completely and thus creating more power.

Run by exhaust gases, the turbocharger does not absorb developed power, as do gear or belt-driven blowers, resulting in fuel economy and more power per pound of engine weight. Standard equipment on these engines is the new Cummins PT fuel system, which permits operation on all commercial diesel fuels; also provides positive governor control for both idling and maximum speed, and assures equal fuel delivery to all cylinders. Electrical equipment includes a 12/24-volt system with a 24-volt starting motor; 50-amp. generator; series parallel switch; voltage regulator and push-button starting switch.

National Steel Distributes Murphy Diesel Engines

National Steel & Shipbuilding Corp., San Diego, has been appointed distributor for Murphy diesel engines, both marine and industrial, in San Diego and Imperial counties, according to North Jones, Murphy factory representative, who is now living in Ventura, Calif.

The San Diego yard recently completed two new tuna clippers, "Independence" and "Concho," both using Murphy auxiliaries. John Murphy is in charge of engine sales; Paul Preston is superintendent, handling parts and service.

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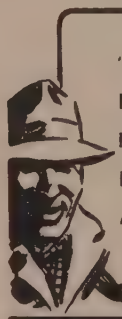

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Smoother, longer-lasting, resists discoloration by gases and fumes

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229 East 42nd Street • New York 17, N. Y.

Chiles Boat Co., 11333 Atlantic Blvd. Lynwood, Calif
Oregon Marine Supply Company, 235 S.W. First Avenue Portland 4, Oregon
Pacific Marine Supply Company, 1217-1223 Western Ave. Seattle, Washington
San Diego Marine Hardware, 1520 India Street San Diego, California
Weeks-Howe-Emerson Company, 645 Howard Street San Francisco 5, Calif

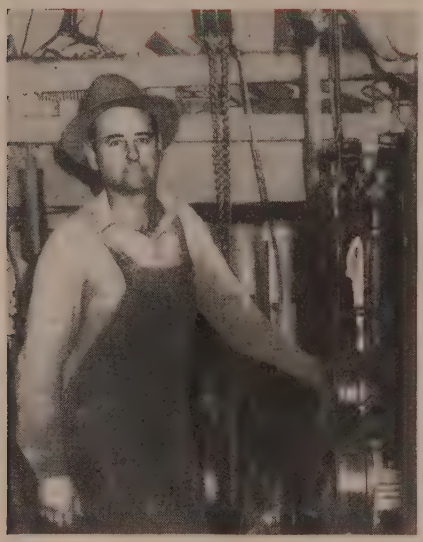
Standard Engineer's Report

CASE HISTORY

PRODUCT RPM Delo Oils and Standard Diesel Fuel

FIRM M.V. Nancy Hanks, San Pedro, Calif.

Special oil ends ring trouble and oil burning!



BEFORE USING RPM DELO SPECIAL LUBRICATING OIL, Jim and Matt Martin had trouble with loss of compression, hard starting and excessive oil consumption in the M. V. Nancy Hanks' 180 h.p. Atlas diesel. Overhaul in 1950 showed competitive oil caused hard carbon deposits in ring grooves and on other parts. Run exclusively on RPM DELO Special Lubricating Oil since overhaul, they have had no further trouble. "RPM DELO" keeps rings clean and reduces wear; oil consumption still is normal and compression remains up to factory standards. Engine is in top condition in spite of year-round hard work.

"WE RAN TWO YEARS WITHOUT PULLING AN INJECTOR, too, after changing to Standard Diesel Fuel," says Jim Martin (above, left). "We've had no trouble at all with fuel pumps and injectors, even though we didn't use fuel filters. Standard Diesel Fuel always gives us full power at all engine speeds."

REMARKS: Standard Diesel Fuel and RPM DELO Oil work together to develop highest efficiency in diesel engines. The fuel is made to exact specifications; the oil contains compounds to keep engines clean and prevent wear.

FOR EXPERT HELP on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write to 225 Bush St., San Francisco, Calif.

STANDARD DIESEL FUELS
RPM DELO
LUBRICATING OILS

TRADEMARK REG U S. PAT. OFF.

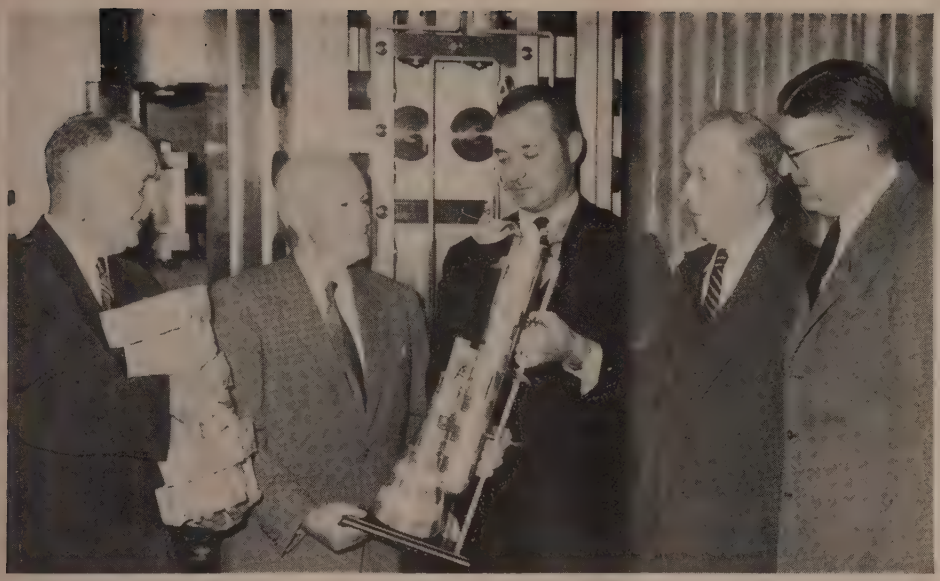
How RPM DELO Oils keep engines clean and prevent wear

A. Contain special additives that provide metal-adhesion qualities...protect parts whether hot or cold, running or idle.

B. Anti-oxidant resists deterioration of oil and formation of lacquer...prevents ring-sticking. Detergent keeps parts clean...helps prevent piston scuffing.

C. Special compounds stop corrosion of any bearing metal and foaming in crankcase.

STANDARD OIL COMPANY OF CALIFORNIA



Cold Cash to the tune of $10,000 is handed over by William Flynn, American Can Co. northwest district sales manager, center, to Guy V. Graham, president of the Association of Pacific Fisheries. Thomas L. McQuaid, Seattle manager of the Bank of California, helps hold Canco's contribution to the Northwest Branch Salmon Inspection Laboratory of the National Canners Association. Dr. E. D. Clark, next to Mr. Flynn, is director of the Northwest branch of N.C.A. At the right is George M. Dean, vice president, Pacific Telephone & Telegraph Co., and president of the Seattle Chamber of Commerce.

American Can Aids Salmon Inspection

Contribution of $10,000 by the American Can Co. to the operation of the Canned Salmon Inspection Laboratory of the National Canners Association, Northwest Branch, was made this fall in a little ceremony in the Bank of California, Seattle, when William Flynn, Northwest district sales manager, placed cash funds to that amount in the hands of Guy V. Graham, president of the Association of Pacific Fisheries, sponsor of the laboratory inspection.

Related to the ceremony was a luncheon given by the American Can Co. to honor Dr. E. D. Clark, director of the Northwest Branch, for his 36 years of service to the technological research, inspection and quality of the American canned salmon pack.

The salmon inspection laboratory has several functions in protecting the quality of canned salmon and expediting its movement to the consumer. These include:

1. *Expedites distribution* of salmon by providing immediate inspection of an order acceptable to the U. S. Food and Drug Administration;

2. *Assists in financing* operations by providing quality certification of code lots;

3. *Informs packers* as to quality and any abnormalities in their production;

4. *Protects quality* by supplementing the federal inspection.

Son Joins Firm

Frank Balestrieri, son of Joe Balestrieri, partner in Harbor Fisheries, San Francisco, is now associated with the company. He is assisting Frank S. Alioto, another partner, and office manager of the concern.

Skeena Sockeye Resource Needs Long-Term Buildup

● A long-term rehabilitation program of formidable proportions is regarded as the only guarantee of success in restoring the Sockeye runs on the Skeena River.

This is primarily due to the rockslide on the Babine tribuary during the summer of 1951, when only about one-third of the normal escapement got through to the spawning grounds. Of this escapement, two-thirds were adversely affected either by injury or the delay in passing the blocked sector. The 1955 decline proved once more that delay is almost as destructive of Sockeye productivity as is a complete block of their migration. So precise is the timing of migration to maturity that any material delay of the Sockeye is accompanied by physical changes which rob the salmon of the ability to spawn effectively.

A. J. Whitmore, chief supervisor of fisheries, and Dr. A. H. Needler, director of the Pacific Biological Station at Nanaimo, were appointed by Fisheries Minister James Sinclair to make an investigation of the situation and F. E. Whithler is directing the research work in connection with what will be a continuing project.

In view of all the circumstances, the committee believes that this year's decline in run—catch plus escapement—should not cause concern. This season was in the Babine slide cycle and naturally the size of the run was significant. Escapement this year on the Skeena, according to the fence count, was more than 100,000 fish and the catch approximately 130,000 fish. In the past, the *escapement alone* has run as high as 500,000 or even more.

On the Skeena the relationship of escapement to the catch has been approximately 1-1, in sharp contrast with the more productive Fraser River, and this traditional difference is one of the basic reasons for the over-all investigation of the Skeena situation, apart altogether from the effects of the 1951 near-disaster.

Studies already made indicate that after 1956 there may be a substantial increase in the run to the Skeena, but to insure a gradual build-up of the Sockeye resource in that area is a task similar to that which confronted the International Pacific Salmon Fisheries Commission at its inception, although no need for fishways such as at Hell's Gate is indicated.

On the Fraser River, escapement of Sockeyes has been checked during the past month. The Chilko run looked decidedly favorable, although all the other early runs were down.

Japanese Fishery Director Replaced

Tomonosuke Shiomi, who was director-in-chief of the Fishery Agency in the Japanese government in 1952-3, returned to that office early in October, where he replaced Shigeo Maetani.

NOW... floats that last a lifetime...

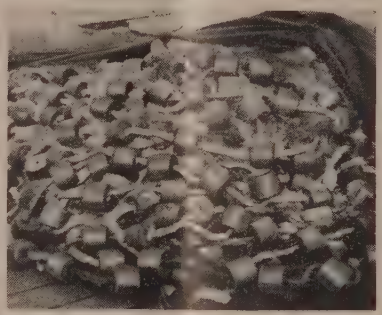
Tuna-Salmon

Sardine-Herring

Menhaden

tougher, more buoyant than cork!

Tuna-Salmon



Sardine-Herring

Menhaden

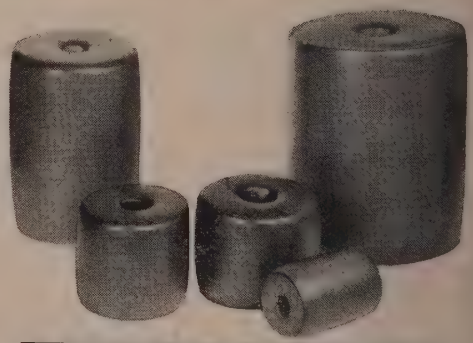
SPONGEX SEINE FLOATS

Whatever your rig—wherever you fish—new Spongex floats will give you better and longer service.

New Spongex floats have these advantages:

- More permanent buoyancy per ounce.
- Lightweight and tough for easier handling.
- No absorption of water, oil and gasoline.
- Resistant to sea growth.
- No rotting, crumbling or shattering.
- Instant drying.
- Twelve different float sizes ranging from 3″ x 1½″ to 6″ x 7½″.

Join the growing number of fishermen now taking advantage of the new Spongex seine floats. Check with your supplier or write B. F. Goodrich Sponge Products Division, 145 Derby Place, Shelton, Connecticut.



SPONGEX®
SEINE FLOATS
by
B.F. Goodrich
Sponge Products Division

S.C.F.A. Leaders—New officers and directors of Southern California Fisheries Association, standing left to right are: Aldo Casaretto, Joe Sulentor, Johnny DiMassa, Bart Ghio, Ed Amende, Glen Baker, Doug Graham, George Doizaki, Don Haywood and Bob Sloan.

Glen Baker Elected S.C.F.A. President

Having successfully concluded the first year of its organization as the Southern California Fisheries Association, the group has selected a new slate of officers to serve for 1955-1956.

Glen Baker, Baker-Johnson Company, is president; Ed Amende of Amende & Schultz is vice president; and treasurer is Doug Graham of Reinke & Amende.

New directors are Joe Sulentor, Western Fish Co.; Aldo Casaretto, Koulouris & Casaretto; Bob Sloan, R. M. Sloan Company; Johnny DiMassa, National Seafood Co.; George Doizaki, American Fish Co.; Carl Rossin, Quality Col-Pak Co.; and Don Haywood, Rupert Fish Co.

Bart Ghio, a veteran seafood and fish oil broker in Los Angeles, has been appointed executive secretary for the Association.

Taiyo Gyogyo K.K. Increases Capital

Japan's Taiyo Gyogyo Kabushiki Kaisha decided in mid-September to increase its paid-up capital from Y2,000,000 to Y3,000,000, and to offer its shares on public stock exchanges.

This makes Taiyo Gyogyo, in the matter of capitalization, the largest fishery concern in Japan—followed by Nippon Suisan K.K. with capital of Y2,800,000, and Nichiro Gyogyo K. K., with Y2,200,000.

Mexico Shrimping Opens

The West Coast of Mexico's shrimp and lobster season opened in October, coinciding with the opening of the lobster season in Southern California.

Because of recent heavy rains in the Gulf of California area, a good shrimp season for such ports as Guaymas, Mazatlan, etc., has been predicted.

Jas. Sinclair's Injuries Prove Quite Severe

Canada's enterprising and adventurous minister of fisheries, Hon. James Sinclair, was more seriously injured than originally indicated when reports from Vladivostok told of his accident while visiting a Siberian shipyard.

Accompanied by his secretary, Alistair Fraser, and George Clark, official delegate, Mr. Sinclair attended the International Whaling Commission sessions in Moscow and then, in fulfillment of a desire to see how fisheries are carried on behind the Iron Curtain, he managed to obtain authority to make an inspection tour of Siberian seaports.

But in Petropavlosk on August 4, while visiting a Russian drydock, a scaffold on which he was standing collapsed and he fell 20 feet to the ground. He suffered a broken left leg, a deep cut in the right leg and a spinal injury affecting control over the movement of his legs. He was attended by several Soviet specialists, but was forced to remain in hospital for several weeks and when he arrived in Vancouver by plane September 24 on his way to Ottawa he leaned heavily on a cane.

Six Russians and Fraser were on the scaffold when it collapsed, but only Sinclair was seriously hurt.

A twist of international politics added 6,000 miles to the Canadian minister's journey home as Russia has no diplomatic relations with Japan and he was obliged to return to Canada the long way through Red China. He spent five days in Peiping, most of the time "flat on his back," but he says he was able to learn more about the country as a result of the delays encountered than if he had been able to fly direct to Japan and thence across the Pacific.

Mr. Sinclair was too weak for press interviews on arrival in his home city of Vancouver, but Mr. Fraser reported on his behalf that the Russians had expressed a desire to send a scientific team of fisheries experts to North America in the near future and showed keen interest in the North Pacific Fisheries Treaty to which Canada, the U. S. and Japan are signatories. Mr. Fraser said that Russia was anxious to develop her fisheries because of the importance of building up food supplies.

Russia is gradually creating a big fisheries industry on the Siberian coast, with the guidance of scores of scientists and research men, and within a few years may rank as one of the major fisheries factors.

While in hospital in Petropavlovsk Mr. Sinclair was frequently visited by high Soviet fisheries officials who supplied him with maps, graphs and scientific data on Siberian fisheries which have been translated in Ottawa.

Capsized Clipper Raised and Saved

The big tuna clipper, *Normandie*, capsized and sank in mid-September off Coronado Island but was raised and taken to San Diego Marine Construction Company, San Diego, several days later.

Early in October the 92-foot *Mary Barbara*, tuna clipper, ran aground on a sandbar near Cape San Lazaro, Baja, California, but was refloated and was en route to San Diego under her own power as this issue of PACIFIC FISHERMAN went to press.

Coast Guard report on the sinking of the *Normandie* indicated that the vessel might have shipped water into open hatches while making a sharp turn during bait fishing operations.

Mary Barbara fishes for Westgate-California Tuna Packing Co.

DESIGNED FOR BUDA POWER

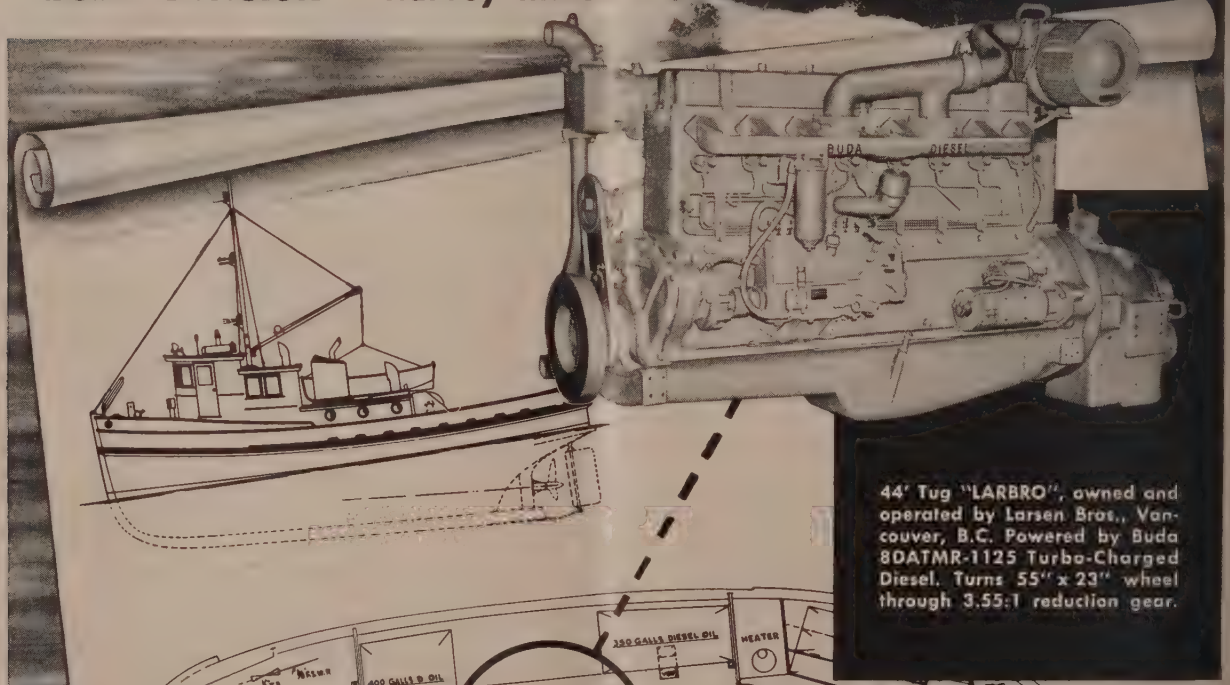
Turbo-charged BUDA DIESEL gives "LARBRO" a powerful wallop

When Larsen Bros., Vancouver, planned their new tug "LARBRO", no detail was overlooked in the effort to produce a fast, maneuverable workhorse boat that could handle any job. Dependable performance and operating economy were primary requirements.

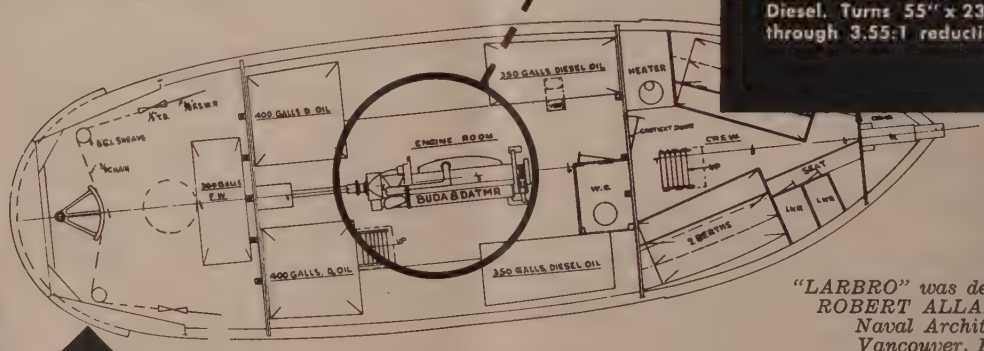
In selecting a rugged, heavy duty Buda Turbo-charged 1125 Diesel, Larsen Bros. chose this engine for its power, acceleration and proven Buda trouble-free performance. Delivering *255 continuous, useable horsepower at the shaft*, "Larbro's" Buda Diesel is a smooth, quiet, vibration-free engine that is easy on the boat and its crew.

Get complete details on this great new 255 to 300 hp continuous rated Buda Marine Diesel. See your nearby Buda Engine Distributor, or write for Bulletin 1774 today.

BUDA DIVISION • Harvey Illinois



44' Tug "LARBRO", owned and operated by Larsen Bros., Vancouver, B.C. Powered by Buda 8DATMR-1125 Turbo-Charged Diesel. Turns 55" x 23" wheel through 3.55:1 reduction gear.



"LARBRO" was designed by ROBERT ALLAN, BSC Naval Architect, Vancouver, B.C.

A-C ALLIS CHALMERS

ALLIS-CHALMERS

BM 32

MacMillan Gives $500,000 For Education, Research

H. R. MacMillan, chairman of the board, B. C. Packers, Ltd., Vancouver, has made a gift of $500,000 towards education and research. This sum will be administered by a community trust, to be known as the H. R. MacMillan Educational Fund. It is to be expended in not less than 20 and not more than 30 years, and its purpose will be largely to stimulate research in fisheries and forestry, Mr. MacMillan being also chairman of the board of MacMillan & Bloedel, one of the world's biggest forest industry corporations.

An officer of the trust foundation said that Mr. MacMillan indicated he considered it proper that those who have benefited by such resources as forestry and fisheries should give evidence of their interest in perpetuating and advancing the welfare of these industries.

"Pacific Fisherman" Editor Named on Advisory Board

DeWitt Gilbert, editor of *Pacific Fisherman*, in October was appointed a member of the advisory committee to the American Section of the International North Pacific Salmon Fisheries Commission.

He succeeds on the commission the late Miller Freeman, president of this journal, who died Sept. 18.

Copper River Makes Good Pack of Cohoes

The Copper River district's fall Coho season, closing Sept. 18, is said, unofficially, to have produced about 26,000 full cases—mostly in talls, but with a few halves and 4-lbs.—in two major operations: New England Fish Co. and Halferty Canneries working jointly, and the Western Fishermen, Inc.

The pack is about 7,000 cases less than last year, but 4,500 above the ten-year average and otherwise the largest since 1948. Quality is exceptionally good for this item, with color uniformly good and little or no "watermarking".

Poor Crab Season At Ketchikan Plant

Pacific Pearl of Alaska crab cannery at Ketchikan finished a short and comparatively poor season in September. Everett Sharp, superintendent, said the plant had missed the best part of the crab season when it started in July. It operated only two months, employing about 50 people on canning days. The output was about the same as last year, most of the crab being marketed as cold-pack.

California Canned Tuna Pack — August, 1955

(In cases of 48 cans, except as indicated)

White Meat	Solid Pack	Standard Pack	Chunks	Grated, Flakes	Dark & Light	Tonno	*Misc.	Total
1 lb.	635	...	...	256	...	...	...	891
½ lb.	237,254	13,388	551,132	80,471	2,142	7,774	...	345,759
¼ lb.	40,846	...	65,642		...	†12,190	...	41,144
½ lb.	...	...	..	.			9,610	5,920
TOTAL in ½ lbs.							...	**374,003**
Light Meat								
4 lbs. (12s)	1,041			19	...	...	...	4,426
1 lb.	1,917	288	10,092	102	...	...	...	12,389
½ lb.	119,472	...	...	.	...	...	..	774,379
¼ lb.	11,166	1,393	47,108	58,897	1,107	...	...	89,998
½ lb.	...	298					...	9,610
TOTAL in ½ lbs.	...	...					5,920	**868,233**
Yellowtail							...	
½ lb.	.							19
TOTAL in ½ lbs.	...	...	3,385		...	...	...	**19**
TOTALS	**412,331**	**15,069**	**677,657**	**139,745**	**3,249**	**19,964**	**15,530**	**†1,242,285**

*Tuna specialty packs converted to ½ lbs.
†¼ lb. (100s)
‡Total case pack converted to ½ lbs.

NOTE—The Tuna Pack tabulation on page 52 of the October issue, erroneously headed "June, 1955", should have been headed "July, 1955".

Willkie Takes Optimistic View of 1955 Results

Operations of Pacific American Fisheries, Inc., for the fiscal year ending February 28 are expected to prove profitable, according to an autumn letter from E. E. Willkie, president, to the company's stockholders. He also indicated that stockholders could anticipate a second 50c dividend for 1955 at the end of the year.

Mr. Willkie noted that 1955 salmon selling was progressing more rapidly than usual because of short supplies and the favorable economic conditions in the country generally, but he observed "there is no satisfactory substitute for good fish runs in the salmon packing industry."

The company's Alaska operations up to August 27 resulted in a salmon pack equal to 289,595 cases of 48 one-pound cans each, against 345,011 in the comparable period of 1954, Mr. Willkie stated. The P.A.F. catch this year comes to about 12.5% of the entire industry's figures, against 11.1% in 1954, he said.

Samoan Tuna Plant Increases Capacity

The processing capacity of the tuna cannery at Pago Pago, Eastern Samoa, operated by the Van Camp Sea Food Co., Terminal Island, is being increased, and the plant modernized.

The cannery has had a limited reserve fish-holding capacity, which makes it difficult to process the large hauls by the Japanese boats delivering to it. Presently, the cannery has a fish-holding capacity of about 200 tons.

During peak operations the plant employs 250 Samoans.

First Sardines Taken at Avila

The first sardines of the 1955-56 northern California sardine season, which opened Aug. 1 were delivered September 24 to Enterprise Packers on Monterey's Cannery Row.

About 40 tons of choice 10" sardines were delivered by truck from the Avila area. They were taken by the Monterey purse seiner *New Roma*, Capt. Nino Davi.

The price to boat owners was $47.50 per ton, less trucking charges. Last year over 750 tons had been delivered during the season to Sept. 23 at $55 per ton less trucking charges.

Over 100 people were employed at Enterprise packing the sardines, and later on were busy working on a delivery of mackerel.

The southern California season opened Oct. 1, but with plants strikebound there, it was thought Monterey boats would be busy delivering their fish to ports such as Santa Barbara, for trucking to the Monterey canneries.

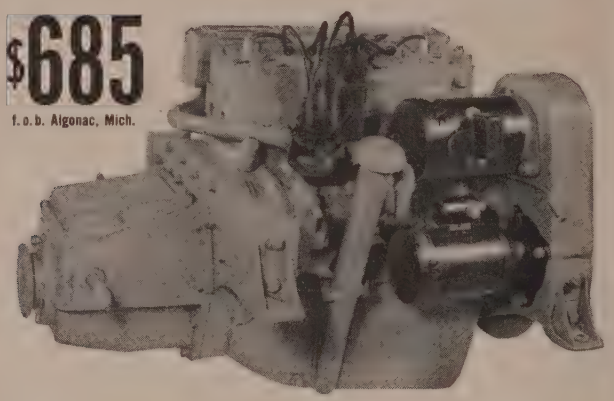
Japanese Clipper Tests Caribbean Tuna Resources

Through an arrangement with a fishery company in Venezuela, the Japanese exploratory fishing vessel *Boso Maru* passed through the Panama Canal recently. The vessel will explore the commercial tuna possibilities of the Caribbean Sea for Productos Mar S.A.

World's greatest marine-engine value!

CHRIS-CRAFT 60 h.p. Marine Engine

$685
f. o. b. Algonac, Mich.



SPECIFICATIONS

Cylinders	4
Bore	3¼ inches
Stroke	4 inches
Piston displacement	132.7 cubic inches
Compression ratio	7.50:1
Horsepower	60 at 3200 revolutions per minute
Length	31 9/32 inches
Weight (without oil and water)	456 pounds
Standard coupling bore	1 inch

FEATURES

Chris-Craft's compact 60 h.p. Marine Engine includes many outstanding features found heretofore only in far costlier engines: safety-type, non-drip carburetor; full ignition equipment specially designed for marine service; heavy-duty, custom-built pistons, heat treated for marine use; custom-built, marine-type crankshaft, precision balanced, of Tocco-hardened steel; positive-type oil seals; full-length water jackets; and it is completely salt-water equipped.

CITY ENGINEER PRAISES ENGINE

The power-packed 60 h.p. Chris-Craft is ideal for fishing craft, kit boats, small runabouts, utilities and cruisers. As Hollywood, Florida's City Engineer, G. A. Gieseke, says: "A controlling factor in building and powering our Harbor Patrol Boat was to derive the greatest value and utility possible . . . a Model A, 60 h.p. Chris-Craft Marine Engine was selected for power . . . I'm convinced that we couldn't have picked a better marine engine than a Chris-Craft."

You can depend on Chris-Craft for power, smooth performance and long service. For data on Model A and other Chris-Craft Marine Engines, 95 through 200 h.p., see your Chris-Craft Dealer, or mail coupon, *today*. Buy NOW!

(Prices, specifications and equipment subject to change without notice.)

CHRIS-CRAFT CORPORATION
Marine Engine Division, Algonac, Mich.

Send Chris-Craft Marine Engine Catalog to:

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Address_____

City_____ State_____

WORLD'S LARGEST BUILDERS OF MOTOR BOATS

A Monel shaft and impeller keep this bait pump pumping on the *M. V. Mariner*. Campbell Machine, Inc., San Diego, Calif., puts Monel nickel-copper alloy in *all* bait pumps — 8", 10" and 12" sizes. Some of the original shafts are *still* giving good service after 10 years!

How a Monel shaft in this "iron lung" helps your bait breathe

If you want to bring tuna aboard a clipper, you need live bait. You keep the bait alive — breathing — in tanks filled with circulating sea water. Lots of it!

The *M. V. Mariner*, out of San Diego, is a good example. She carries a 12-inch Campbell bait pump, with Monel nickel-copper alloy impeller and shaft. It pours fresh sea water into her tanks at 4000 gallons a minute.

The Mariner's bait pump and her Monel propeller shaft were installed in 1948. *Both* have given perfect service!

All over a fishing boat, Seagoin' Monel *lasts longer*. This nickel-copper alloy is highly resistant to salt water corrosion. And it is *stronger, tougher, stiffer,* and *harder* than other, less corrosion-resisting metals.

Next time *your* metal equipment fails because of rust or corrosion or lack of strength, ask your boatyard to refit with Monel.

THE INTERNATIONAL NICKEL COMPANY, INC.
67 Wall Street New York 5, N. Y.

INCO Nickel Alloys

50 YEARS OF Nickel Alloy Progress PIONEERED BY MONEL 1905 · 1955

Monel "... *It's the* SEAGOIN' *metal*"

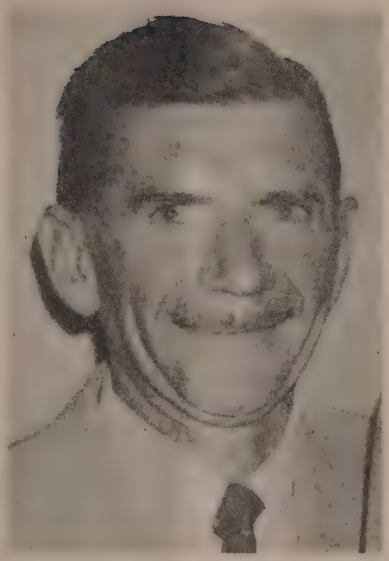
Monel and Seagoin' are registered trademarks of The International Nickel Co., Inc.

Scratch Fishing Marks Columbia's Fall Season

First two nights of the Columbia River's fall season, opening Sept. 10 with low water, and after a period of slack trolling off the river's mouth, brought generally light deliveries. Some boats between Vancouver and Cathlamet took as much as a ton, but 700 lbs. was top in the lower river and few were caught above Bonneville.

About half the gillnetters then quit. By the 15th the few who continued, mostly in the lower river, were averaging between 300 and 400 lbs. a night, and a few days later few were getting more than 100 lbs. At last report Silvers had not appeared in any quantity, though trollers outside, with generally fine weather, were making very fair catches.

The fall Chinook run has been far below expectations for the third successive year, and biologists are puzzled at the failure. The Chinook count at Bonneville in late August-early September was only about half what was hoped for, and it dropped sharply after Sept. 21. Most hatchery stations along the river took much fewer than last year, though Oregon's Big Creek hatchery reported a good run.



Tom Bezich, who arrived in Tokyo early in September to take over his duties as representative there for Star-Kist Foods, Inc., Terminal Island, Calif., and has since been visiting Japanese tuna producing centers and negotiating with shippers of frozen tuna.

New Program Aims At Better Tuna Handling

Initiated recently in Southern California is a program designed to improve the handling of tuna at sea.

In preliminary meeting, Robert K. Pedersen, Star-Kist Foods, Inc., laboratory director; William Hamm, director of research for Breast O'Chicken, Inc., and Dr. Sven Lassen, Van Camp Sea Food Co., formulated a program to be presented to various fishing boat owners' organizations.

The technical committee is working with California Fish and Game, to which has been granted $10,000 from Saltonstall-Kennedy funds for this purpose, under the direction of Dr. Frances Clark.

Mackerel Catch Light

Net boats out of San Pedro delivered only 385 tons of mackerel in September, creating 3,918 cases.

The anchovy pack was 800 cases from 43½ tons of fish.

The only canneries in the Long Beach-Los Angeles harbor areas in agreement with a new contract with the AFL cannery workers union as of September 1 were Harbor Canning Co. and California Sea Food Corporation, the latter packing *Sassy* pet food.

Paperbox Corporation Moves

Paperbox Corp., 950 - 63rd St., Oakland, Calif., manufacturers of frozen food containers, is moving into new office buildings opposite the factory.

The new headquarters of the company are most modern and spacious, and room has been allowed on the lot for future expansion of factory space.

CHILLED SEA WATER—

KEEPS FISH FRESHER LONGER
CUTS WEIGHT LOSS
INCREASES AREA SERVICED BY TENDER
HELPS ELIMINATE OVERTIME
TAKES PEAKS AND VALLEYS OUT OF PRODUCTION
REDUCES COST PER CASE

LET THE REFRIGERATION COMPANY THAT ORIGINATED THIS METHOD IN AMERICAN WATERS SHOW YOU HOW!

Two Years of Research—Successful Installations Afloat and Ashore—Finest Equipment Manufactured—Registered Refrigeration Engineers

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2120 SECOND AVENUE ELIOT 2221 SEATTLE 1, WASHINGTON

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ONAN
Electric Plants...

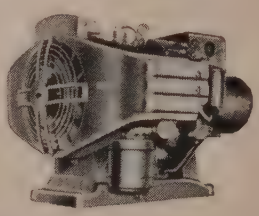
The trawler "GOODWILL" is Onan-equipped.

for dependable light and power!

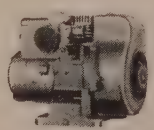
There's an Onan electric plant or generator the right capacity and type for craft of every size and purpose . . . shrimpers, trawlers, tugs, workboats of all kinds. They speed work and save time by operating electrical equipment such as bilge pumps, compressors, radios, pressure water systems and floodlights. Smooth-running and dependable; compact and easy to install.

ONAN Air-cooled plants
Gasoline-powered—400 to 10,000 watts A.C. Battery charging and dual-purpose models.
Diesel-powered—5,000 watts A.C. (shown at right), 3,000-watt A.C. and 3,000-watt, 32-volt battery charger.

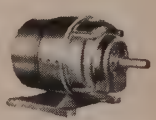
ONAN Water-cooled plants
Gasoline-powered—400 to 3,000 watts. A.C., battery charging and dual-purpose models. Diesel-powered—3,000 watts A.C. and dual-purpose A.C.-battery-charging model.



Model 3DSP, 3KW Diesel-powered



Air-cooled models: 500 to 10,000 watts



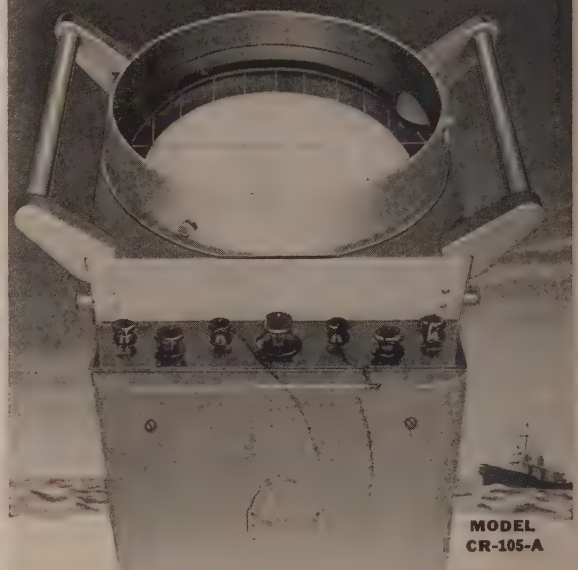
Separate Generators 1½ to 35KW

Write for Folder of all Marine plants

D. W. ONAN & SONS INC.
3767 University Ave., S. E., Minneapolis 14, Minnesota

New Radiomarine Small Boat Radar

- Saves Money
- Saves Space
- Saves Power



MODEL CR-105-A

Especially designed for vessels on which space and power are limited, Radiomarine's new CR-105-A Radar offers you the EXTRA features that give you MAXIMUM PERFORMANCE—MAXIMUM CONVENIENCE—MINIMUM MAINTENANCE. Only two basic units—indicator and antenna. Indicator is in deck mounted binnacle . . . keeps picture tube high for best viewing . . . requires less than two square feet of deck space. Antenna is lightweight . . . only 105 pounds. Instant selection of 1-2-4-12-32 mile ranges helps you navigate through foul weather and traffic hazards to cut your trip-time, boost your profits. You'll read the clear, bright pictures on its 10-inch scope easier . . . service it quicker with the easy-access chassis. And here's another saving . . . the Radiomarine CR-105-A requires only 600 watts from ship's battery or other D.C. power supply. Find out more about the new Radiomarine CR-105-A . . . it can mean greater profits for you right now.

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RADIOMARINE CORPORATION of AMERICA
A SERVICE OF RADIO CORPORATION OF AMERICA
75 VARICK STREET, NEW YORK 13, N.Y.

Ralph Syverson Heads The Fish Divoteers

Ralph Syverson, of the San Juan Fishing & Packing Co., Seattle, was chosen as the seventeenth president of The Fish Divoteers at the organization's annual fall meeting and golf tournament at the Rainier Golf and Country Club, Seattle, Sept. 23. He succeeds John McCallum of the McCallum-Legaz Fish Co.

Other officers elected for the ensuing year were Randall Beard, New England Fish Co., vice-president; William Frankland, Kelley-Clarke Co., secretary; and Phil LeDuc, Fibreboard Products, Inc., treasurer.

With 112 golfers participating, competition was keen for the permanent trophies and the many special prizes awarded at the banquet in the evening, which was attended by 167 members and their friends. John McCallum, retiring president, presided.

Edward Verner, Leslie Salt Co., gave another superlative performance as chairman of the tournament committee and master of ceremonies.

In the first division low net went to Don Cawley, Jr., Container Corporation of America. Sam Rubinstein, Whitney & Co., won low gross honors. Glen Wicker, Green Bay & Western Railroad, and George Skarich, Wickwire-Spencer Steel Division, were awarded permanent trophies as winners of low net and low gross in the 1955 spring tourney.

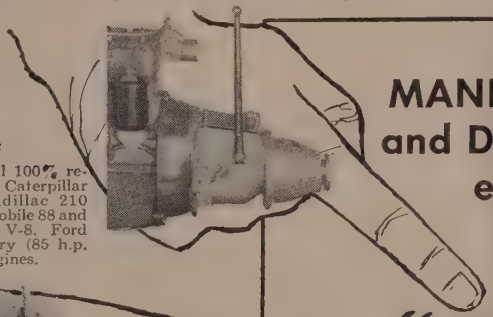
Representative group of shrimp breaders and associates in Southern California: from left, Vic Elliott, Shrimp Processors; John Takiguchi, Rose Shrimp Co.; Ralph Couer, Shrimp Processors; Paul Schecter, Anchor Seafoods Co.; Miles Reinke, Reinke & Amende; Joe Cranic, Marine Products Co.; Harris Magnuson, National Fisheries Institute; James Harvey, Central Fish & Oyster Co.; Ben Tsuchiya, Fish King; Sid Lessor, Neptune Seafoods Co.; Rose Yoshida, Coral Queen.

Prize for low net in the second division was carried off by Bob Gilman, Vita Food Products, Inc. Harold Parks, Parks Canneries, was the low gross winner. Permanent cups went to Bud Shiel, W. P. Shiel & Co., and Ken Williams, Dehn & Co., who won low net and low gross honors last spring.

Harold Heaton, Farwest Wrangell Co., won low net in the third division, with the award for low gross going to Joe Glass, Maritime Shipyards. Fritz Frolich, Nakat Packing Corp., and Walter Johnson, Halibut Producers Cooperative, took home permanent cups as last spring's low net and low gross winners

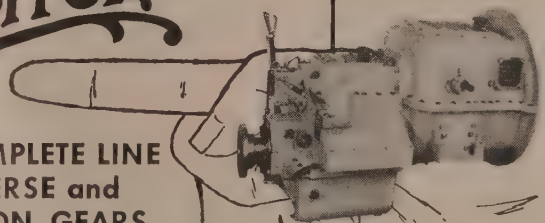
Competing in the guest division, O. B. "Brick" Phillips, Howe Scale Co., was the low net winner.

for
MANEUVERABILITY
and DEPENDABILITY
everything
points to
"The CAPITOL"



MODEL EF
features full 100% reverse. For Caterpillar D-311, Cadillac 210 h.p., Oldsmobile 88 and 98, Buick V-8, Ford and Mercury (85 h.p. and up) engines.

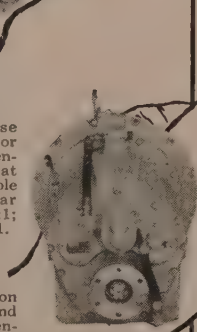
MODEL AC
Reverse Gear, Direct Drive. Capacity 300 h.p. at 1000 RPM. Also available with reduction ratios of 2:1 and 3:1.



...the COMPLETE LINE
of REVERSE and
REDUCTION GEARS

World famous Capitol Gears give smooth dependable control, instant response, and longer service life. Features include finger-touch control, instantaneous reverse and compactness. There's a Capitol Gear for every job.

MODEL HYCD-200
Hydraulic Reverse Gear. For pleasure or work boats with engines up to 300 h.p. at 2200 RPM. Available with reduction gear 1½:1; 2:1; 2½:1; 3:1; 3½:1; 4:1; and 4½:1.



MODEL 2HE
Reverse and Reduction Gear. Full forward and full reverse. For gas engines to 250 h.p. at 4000 RPM and diesel engines to 150 h.p. at 3,000 RPM.
Now available—the New "2HED" reverse and reduction gear.

MODEL FG
Reverse and Reduction Gear. Capacity 500 h.p. at 1000 RPM. Reduction ratios—2:1; 2½:1; 3:1; and 3.75:1.

SEE THE COMPLETE CAPITOL LINE AT THE SEATTLE BOAT SHOW NOVEMBER 20th-28th

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11 MONEY-MAKERS AT WORK

This battery of De Laval "Nozzle-Matic"® Fish Oil Separators in a large Eastern plant is producing *better* oil . . . oil with lighter color and lower FFA content. It is producing *more* oil. It operates for days at a time without shut-down for bowl cleaning . . . and at constant efficiency throughout the run.

In short, these De Laval "Nozzle-Matics" are making *more money* for the plant — the primary purpose of *all* De Laval Centrifugals.

DE LAVAL
fish oil separators

THE DE LAVAL SEPARATOR COMPANY Poughkeepsie, New York • 427 Randolph St., Chicago 6 • DE LAVAL PACIFIC CO. 201 E. Millbrae Ave., Millbrae, Calif.

fresh frozen

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HALIBUT STEAKS FILLETS

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SALMON HALIBUT and FISH

STEAKS FROM THE PACIFIC!

STIX

fresh frozen — breaded — ready to cook

SAN JUAN

SAN JUAN FISHING & PACKING CO.
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FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

November, 1955

Salmon Trading Is Quiet With Very Little Offered

Attention of canned salmon sellers through the past month has been occupied mainly with delivery on sales previously made, together with the difficult task of obtaining goods to cover their commitments, and little effort has been made to effect new sales. At the same time buyers, with shipments coming in, show little interest at the moment in making further purchases.

Shipments from the Coast have been really heavy, with pro-rata deliveries on most items a fairly general rule. Evidently it has required an unusual amount of salmon to "fill the pipe-lines" — to replenish wholesale and retail stocks, which seem to have been depleted to an even greater degree than was realized.

It is notable that, as far as can be learned, the current shipments include much less salmon on consignment than has been usual in recent years. On the other hand, with many sellers holding goods allotted to their customers for extended delivery, it is very difficult to get any idea how much of the stock remaining on the Coast has actually been sold; though it is obvious that the amount of practically all items is far less than usual at this time of year.

Many of the smaller packers, both in Alaska and on Puget Sound, are completely sold out. Many items appear to be quite cleaned up, with whatever remains unsold of them very closely held. Fall packing in the Puget Sound, Columbia River and coastal areas will produce some additional supplies, but these will be limited to Chums and Silvers, the quantity of which is now altogether uncertain.

Fall packing of Chums in Alaska, with the season cut to three days, was a disastrous failure, doing practically nothing to relieve the shortage of this species. Cohoes in the Copper River district came out quite well, though the total of this species is still considerably below normal. The Chum and Coho season on Puget Sound, etc., was just getting under way at presstime, with no indication of the outcome; though raw-fish prices on the Sound were almost prohibitive for canning. So far few if any Canadian Chums have been available for canning on the Sound: the main run in southern British Columbia comes in November, but it is doubtful whether there will be much for export.

Chum talls are offered, if at all, very sparingly, with none of desirable quality under $19.00 and a few reported sold up to $20.00—though the bulk of the pack was sold earlier at $18.00 and shipments are still going out on that basis. No effort is yet being made to sell Chums, a good many of which will no doubt be needed to fill previous orders. Halves remain scarce and firm at $10.50.

Puget Sound Sockeyes and Alaska Reds in all sizes appear closely cleaned up, with no current offerings of talls, and few if any halves, on the open market. Very few Cohoes have lately been available except the September pack from Cordova, which is finding a ready market: the talls bringing at least $27.00, perhaps a little more. Very few Coho halves can be had under $16.00.

Pink halves are receiving considerable attention, being designated by some sellers as the only low-priced item left, and the only item still offered freely with assurance of delivery. On the present basis, it is pointed out, they can be priced attractively at retail with good profit to the trade. A good many are said to be coming in from Canada, as well as some from Japan, though there is still much uncertainty about the quantity available from the latter source.

Pink talls, which seemed in comfortable supply a month ago, are showing signs of scarcity. It is no longer possible to get any of attractive quality at $22.00; some are asking $23.00, though in early October no sales were known to have been made at that figure.

SEATTLE SALMON PRICES

Primary-market prices, quoted in Seattle at presstime for cases of 48 cans (talls, halves or quarters) or 12 cans (4-lbs.), f.o.b. North Pacific terminals. Some items under advertised brands are priced somewhat higher. Prices for several items are little more than nominal in the absence of current offerings.

Puget Sockeye, halves	$20.00-21.00
Alaska Red or Soc., talls	32.00-33.00
Alaska Red or Soc., halves	19.00-20.00
Pink, talls	22.00-23.00
Pink, halves	12.50-13.00
Chum, talls	19.00-20.00
Chum, halves	10.50
Coho, talls	27.00
Coho, 4-lbs.	28.00
Coho, halves	15.00-16.00
Coho, quarters	9.50
Chinook, Alaska, halves	16.50
Chinook, Col. R. fcy., halves	21.00
Chinook, Col. R. fcy., quarters	11.75

Year's Albacore Catch Tops 1954

The tonnage of some Albacore boats still fishing offshore waters of Baja, California, was being held in the refrigerated facilities of the Sun Harbor Company, Terminal Island, pending outcome of the AFL cannery workers' strike for a 15c-an-hour wage increase.

This arrangement was made possible through the California Commercial Fishing Boat Owners Association, of which Robert Austin is president.

As of September 25, the American fleet of Albacore vessels had delivered almost 11,000 tons of Albacore, a little larger catch than that for a similar period in 1954. This figure does not include deliveries to Northern California ports, approximately 1500 tons, for 1955.

Calif. Canneries Closed

San Diego and Los Angeles-Long Beach harbor canneries were shut down in September and into October by the cannery workers and operating engineers strike, with the exception of a Wilmington cannery and one canning cat food from "wet fish" in Long Beach.

Twelve canneries in all were involved. The AFL cannery workers union, with headquarters in Terminal Island, were asking a 15c an hour increase, a 40-hour week and certain welfare benefits in a new contract.

Royal Hawaiian Smoked Tuna, a recently introduced item packed by Hawaiian Tuna Packers, Ltd., Honolulu, T.H., is being pushed this Fall as a gift item for the holidays.

Royal Hawaiian Smoked Tuna is pineapple-smoked by a special process and is said to have an extra rich flavor. It is recommended not only for canapes and salads, but the extra full flavor will enhance other tuna dishes.

Six regular size tuna tins are packed in a colorful Hawaiian style gift box, festive and bright. Inclosed are exciting new recipes by the world famous chef of the Royal Hawaiian Hotel, and a novel Hawaiian style gift card.

The sales department of the Hawaiian Tuna Packers, Ltd., 215 Market st., San Francisco, is actively promoting this package for gift giving by business firms at Christmas time.

Wafico Office Expands

Washington Fish & Oyster Co. of California has expanded its San Francisco offices.

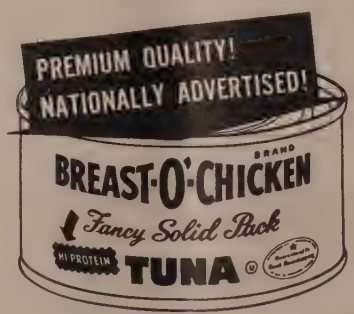
A handsome wood paneled conference room has been added, as well as a sample cutting room. A large blackboard for recording quotations on sea foods has been put in the sales department room—running the full length of the room.

Ray Bellinge is a new addition to the sales staff.

Salmon Canners' Convention, Nov. 28

Monday, Nov. 28, is the date set for the 1955 "Salmon Canners' Convention"—that is, the 42nd annual convention of the Association of Pacific Fisheries. It will take place at the Olympic Hotel, Seattle and, because of the many serious problems now facing the industry, it has been decided to make it a stream-lined, one-day affair, with morning and afternoon business sessions only—omitting the usual golf tournament and entertainment.

The date was chosen with a view to accommodate members, government officials and others, particularly those who are attending the meetings of the International North Pacific Fisheries Commission at Tokyo during late October and early November.



BREAST-O'-CHICKEN TUNA, INC.
28th Street and Harbor Dr. San Diego, Cal.

"Modern Maid" Food Sales Manager Passes

Thomas J. Scully, sales manager of Modern Maid Food Products, Inc., Jamaica, N.Y., died early in September in a New York hospital, aged 50 years. He was a native of Philadelphia, and had been with Modern Maid since 1950. He was a nationally-known authority in the commercial electric cooking industry.

Norfish Adds Shrimp Products of Grasso

Norfish Sales Co., Oakland, Calif., well known sea food brokerage firm, has been appointed northern California distributor for the line of prawns produced by Joe Grasso & Sons, Inc., Galveston, Texas.

The Grasso firm is one of the oldest in the business. Brown prawns are marketed under the Golden Brown brand and white prawns under the Crescent brand. They come raw headless and breaded fan tail style.

Can Equipment Added

F. E. Booth Co. Inc., has installed an Albertoli can distributing system for 15-oz. tall cans, and an Albertoli can unbagger and feeder in its Long Beach, Calif., plant. The equipment was manufactured by John Albertoli, San Francisco.

"Price Incentive" For Japanese Silvers Offered

In order to stimulate interest in the remaining stock of canned Silver salmon of 1955 packing, Japanese operators in October were understood to have offered a $2 "price incentive" from the $24 f.o.b. quotation which had stood for some time.

It is understood that about 100,000 cases out of the 168,000-case Silver salmon pack early were earmarked for the United Kingdom. However, if the British import license is held to £6,000,000, as anticipated, it appears that a quantity of Pinks and Silvers which had been tabbed for the U.K. will become available "elsewhere"—meaning the United States.

Fortune Fisheries Takes New Shellfish Lines

Fortune Fisheries, San Francisco, sea food brokerage firm, has been appointed exclusive distributors for northern California for the San Kenteen line of frozen Mexican lobsters and lobster tails.

The whole cooked lobsters are individually wrapped in parchment paper, with legs and feelers removed, and packed, graded to size in 35-lb. cartons. No loss of weight is involved, according to Jack Williamson of Fortune Fisheries, and the product is receiving excellent reception in the trade.

San Kenteen Corp., Beverly Hills, Calif., has a long term contract with Mexican lobster producers, and they are also adding prawns to the line. George Fuller is president of the firm, and Louis Beverino, well known in the Pacific Coast fish industry, is general manager.

Other new lines with Fortune Fisheries are Chauvin brand prawns, cooked and peeled; Coast Oyster Co. oysters, and Elmore brand abalone.

Australian lobster tails are responsible for this picture, taken at a party given by the Australian trade commissioner at New York to promote Australian lobster tails. That's Mr. Gullick, the trade commissioner, on the left, Mrs. Williams of his staff in between — and Robert L. Stix, the Australian lobsters' American friend. What is he holding? A package of Stix's "Baffin Brand" rock lobster tails.

Westgate Sales Additions

William Brown, formerly sales supervisor of Pict-Sweet Foods in the San Diego area, has been appointed sales representative of Westgate-California canned tuna, etc. in the San Diego area.

At the same time it was announced that Earl Rapp, San Diego Padre baseball outfielder, will work for Westgate-California on the sales force during the winter months, with San Diego as headquarters.

Westgate-California recently purchased the San Diego Padres.

N.Y. Fish Smokers' Trade Practices Scored

Anti-trust law violations are charged to a group of New York fish smokers, their association, and the union composed of smoked fish jobbers in an indictment returned recently by the New York federal grand jury.

The case seems to hang on whether the organization of smoked fish jobbers is actually a labor union and as such entitled to the exemptions which the law grants unions from the application of the anti-trust laws.

The federal government in its complaint charges that the "union" is not a true labor organization, but is composed of independent businessmen.

America's best advertised brand of salmon

BUMBLE BEE
Seafoods
COLUMBIA RIVER PACKERS ASSN., Inc.
Astoria, Oregon

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
Ask us about
Australian Lobster Tails
For East or West Coast Shipment
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Economical Nutritious
KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

Falls Were Never Scarcer

● Falls are scarce on the frozen market this year—scarcer than the trade in Seattle, Vancouver and Prince Rupert can remember.

The usual fisheries which are counted upon to supply the trade with "Silver Brights" from Canada and prime Puget Chums just didn't produce in material volume.

Silvers also have been scarce, and the price high.

At presstime fresh Falls were priced at 36c per lb. on the New York market; and Silvers at from 50 to 52c.

To that time the fresh market had taken all the Falls and most of the Silvers produced, with the result that virtually none were going into freezer.

Frozen halibut appeared to be moving readily in New York and other eastern centers at prices from 29 to 26c. Institutional buying of porticned halibut seems to be taking a big swing, accounting for a very substantial percentage of the halibut movement.

Packaged Abalone Line Added by Brokers

Reinke & Amende, Los Angeles, is broker for the Shamrock brand of frozen, consumer-packaged abalone steaks and patties. These are processed by Veteran's Fishery of Wilmington, operated by Bernard Clancy.

Mr. Clancy is, however, moving his packing operations to Morro Bay, and it is to this port that his fleet of abalone diving boats will deliver.

Allied Industries Rally To Aid Tuna Business

"Dedicated to the problems of the tuna industry" is the way Allied Tuna Industries, a newly-formed group of marine supply houses, boatyards and other service and supply businesses expresses its objective.

The organization was begun in San Diego with David H. Carsten of Harbor Boat & Yacht Co. as president and John Harrison of San Diego Marine Hardware Co. as vice president. William Hamlin of Frank Perry Insurance Co. is secretary-treasurer.

Committee chairmen include: Earl Roberts, Nuttall-Styris Co., public relations and publicity; Milton Filius, National Steel & Shipbuilding Co., strategy and planning; Al Brosio, insurance broker, finance.

Sardine Reduction Requests Denied

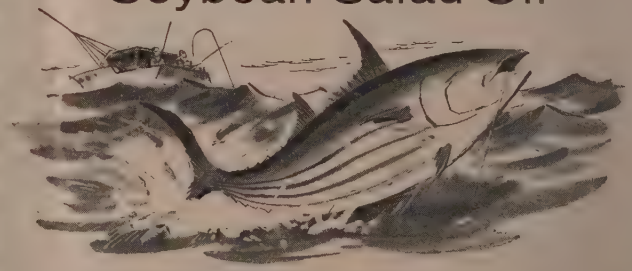
At a recent meeting of the California Fish and Game Commission, Herbert Davis of the staff of the California Fish Canners Association, called the attention of the Commission to the fact that the market for canned sardines for food had disappeared and that he recommended that the Commission give consideration to the possible use of sardines for other industrial uses.

The Department recommended denial of all current applications to take and use sardines by a reduction process, stating that the sardine population is not large enough to warrant issuance of such permits.

They Add Up To A Lot of Sales!

Oceanic
SALES COMPANY
3302 SMITH TOWER
SEATTLE 4, WASH.

You can bet your last FIN on **Archer "S"** America's finest Soybean Salad Oil



If you'll *taste—smell*—and *try* Archer "S" Soybean Salad Oil, you'll see why so many tuna processors are using it.

These processors know that Archer "S" *keeps* the delicate tuna flavor. Helps build customer demand for their products—fast! That's because Archer "S" is refined and deodorized by a continuous ribbon process . . . cannot vary in quality. Every time you order Archer "S" Soybean Salad Oil, you get the *same* clarity of color . . . the *same* purity and blandness.

Archer "S" Soybean Salad Oil

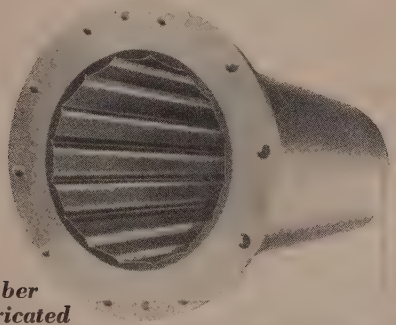
Archer-Daniels-Midland co.
700 Investors Building, Minneapolis 2, Minn.

B.F.Goodrich *Cutless* BEARINGS
PROPELLER SHAFT

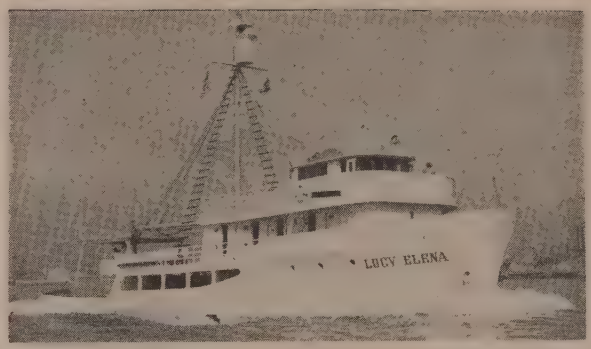
ON THE PACIFIC COAST

WISE FISHERMEN CHOOSE CUTLESS BEARINGS FOR PERFORMANCE AND ECONOMY

If you fish for a living you know the importance of dependable propeller shaft bearings. The kind that gives years of trouble-free, QUIET operation. The kind that saves shafts and keeps boat out of drydock. That kind is CUTLESS—the soft rubber, water lubricated bearing —the bearing fishermen depend on to keep them fishing.



Soft Rubber Water Lubricated



CUTLESS BEARINGS IMPROVE THE PERFORMANCE OF ANY VESSEL!

Buy them from your favorite Marine Supply House or Ship Repair Yard when you haul out. Large west coast stocks, popular sizes. Factory stock to 10-inch shaft size available overnight by air.

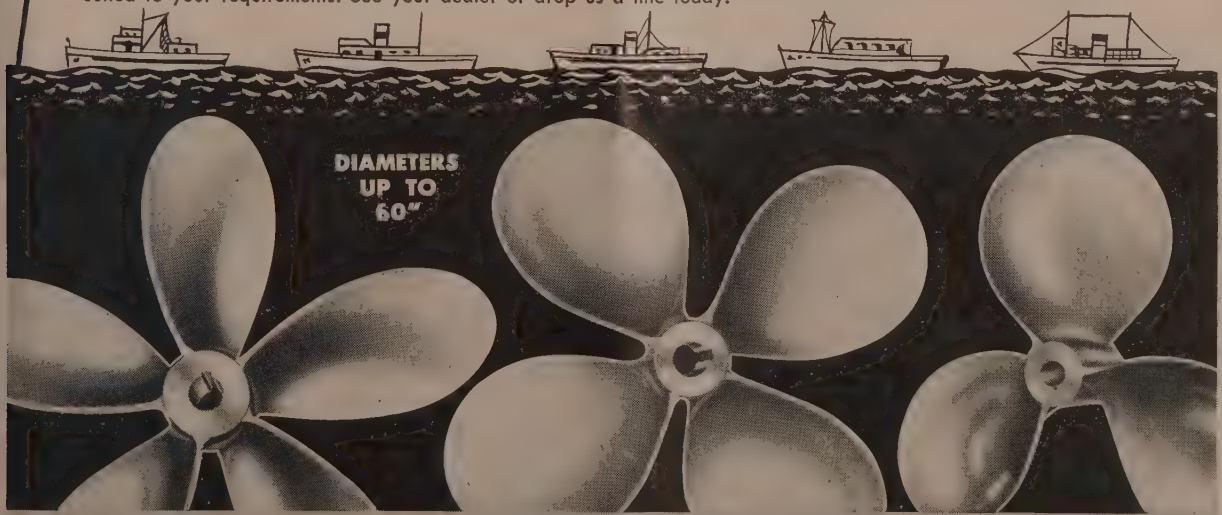
LUCIAN Q. MOFFITT, INC.

AKRON 8, OHIO

Engineers and National Distributors

HERE'S THE WAY TO GET THE MOST FOR YOUR PROPELLER DOLLARS

It's as simple as this: Ask your Michigan Wheel Dealer or write to us for a Propeller Analysis Form and let our engineers, entirely without obligation on your part, expertly recommend the propeller that's best suited to your particular craft and power plant. It pays in many ways: More speed, less fuel, elimination of the vibration that ruins hulls and fittings, and the far longer service that MICHIGAN'S famous "MICHALLOY-K" metal provides. The MICHIGAN line is COMPLETE. It contains the wheel EXACTLY suited to your requirements. See your dealer or drop us a line today.



MICHIGAN WHEEL COMPANY GRAND RAPIDS 3, MICHIGAN

Here's a rope to brag about!

ROEBLING PREFORMED

SPECIAL GALVANIZED

NEXT TIME you buy fishing rope, make it the best rope on the market today... Roebling Preformed Special Galvanized. This rope brings you three outstanding advantages:

1–Special galvanizing that gives every wire in the rope absolutely top resistance to corrosion.

2–A fibre core impregnated with a preservative that prevents excessive absorption . . . greatly lessens the destructive effects of salt water, fungi, mildew and electrolysis.

3–Roebling preforming that makes the rope easier to handle, brings smoother drum winding and helps prevent kinking and whipping.

And besides Preformed Special Galvanized, there's a Roebling wire rope that will give you top efficiency and long-run economy for standing rigging and every other service. Call your distributor or the nearest Roebling office. They are listed in the yellow pages. John A. Roebling's Sons Corporation, Trenton 2, N. J.

ROEBLING

Subsidiary of The Colorado Fuel and Iron Corporation

NEED FLOATS...

Call Shepherd

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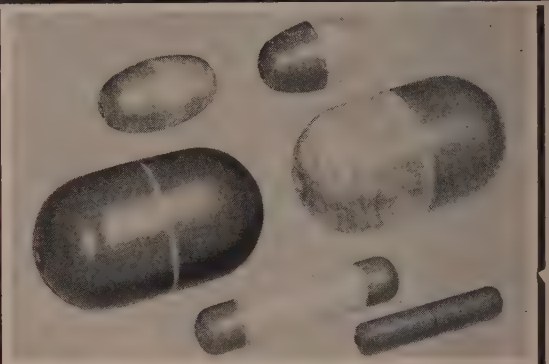

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California "Survey Team" May Study Japan Tuna

California tuna canners agreed "in principle" with the suggestion made by the delegation of Japanese frozen tuna industry that a survey team representing all segments of the California industry visit Japan for a thorough study of the industry there. The meeting of the two groups was held under the sponsorship of the U. S. Department of Commerce.

The committee from the California Fish Canners, however, indicated they would first want to explore the cost of such a survey and also the amount of time required.

As for the proposal by the State Department that the Japanese and American tuna industry undertake a joint promotion and advertising campaign to increase the consumption of tuna in the United States, the canners said they are not prepared to take a specific position until further detailed suggestions had been made.

Attending the meeting were Max Gorby, California Marine Curing & Packing Co.; Gerald Cigliano, Pan Pacific Fisheries, Inc.; Joseph Mardesich, Franco-Italian Packing Co.; James B. Lane, Westgate-California Tuna Packing Co.; John Real, representing Star-Kist Foods, Inc.; Charles Carry, California Fish Canners Association; John Gizdavich, Columbia River Salmon and Tuna Packers Association, Astoria; and John S. McGowan, sales promotion manager; Columbia River Packers Association, Astoria.

George Matthews heads **Royal,** Alaska limit seiner, back to Puget Sound for Pinks. She is powered with a 200-hp. Model NHM-600 Cummins Diesel which swings a 44" x 33½" three-blade wheel, giving the boat a top speed of 10.25 knots at 1800 rpm. The engine, working through a 3.88-1 Capitol hydraulic marine gear, was installed by North Coast Marine Engine & Equipment Co., Seattle.

Short by One Whale Of Tying Record

Whaling fleet of B. C. Packers, the only one operating on this side of the North Pacific this season, came within a single whale of equalling the 1954 record catch of 630.

There were no new developments in the operation during the year officially ended late in September, the Coal Harbor shore station handling and processing the whales as in the past after their delivery from the offshore grounds where a fleet of six killer boats operated. Most of the hunting was within a 150-mile radius of Quatsino Sound.

Although the catches of the past two years have far exceeded the average of other years, even going back to the pre-war operations of the old Consolidated Whaling Corporation, the statistics are hardly comparable since more and better equipped vessels have been in service since B.C. Packers entered the field. More than 3000 whales have been taken since the company added whaling to its activities.

Biggest prize of the year was an 86-ton blue whale, harpooned May 10—actually the largest whale in the company's records.

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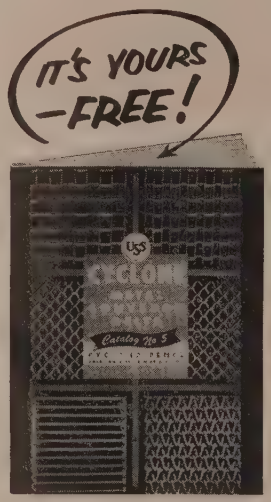

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Hokoku Seeks '56 License For Aleutian Fishery

As early as mid-September Hokoku Suisan K.K. applied to the Japan Fisheries Agency for license to operate a salmon-canning mothership in the Aleutian area in 1956. This company, which in 1955 operated the *Nichian Maru* jointly with Hoko Suisan K.K., proposes to work by itself next year, and has bought the 6886-ton *Eiho Maru*, which it plans to equip with a modern 2-line cannery and a sharp-freezer of 120 tons daily capacity. The plan involves use of 30 gillnet boats, including 5 "investigators", with a catch target of 3,480,000 salmon.

Second Crab Ship Returns from Okhotsk

Hakuyo Maru, second of the two Japanese crab canneryships operating in Okhotsk Sea, returned to Hakodate in mid-September with 73,500 cases (48 halves) of King crab—the *Yoko Maru*, with a similar quantity, having returned in August. Each had increased its pack by 10,000 cases over the amount for which license was originally issued. Hakuyo's operation was managed jointly by Taiyo Gyogyo K.K. and Hokuyo Gyogyo K.K. Catch per shackle of tanglenet averaged 12.5 crabs, and 34.5 crabs made a case of halves. The crabs, though mature, were considerably smaller than those in Alaskan waters.

Cassiar Packing Co. Still in Vancouver

Office address of The Cassiar Packing Co., Ltd., is erroneously stated in the current edition of the *Salmon Packers' Register* as Prince Rupert, B. C. The correct address is, as before 744 West Hastings St., Vancouver 1, B. C. This company, headed by A. E. Macmillan, operates a 4-line cannery on the Skeena River.

A few Soviet canneryships were found working, "in good order and efficiently," in the same area, and their people are said to have shown quite a friendly attitude toward the Japanese crews. This was a tentative operation, the first since wartime in Okhotsk waters.

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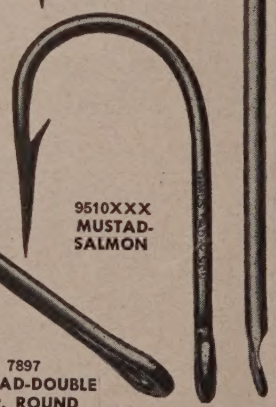

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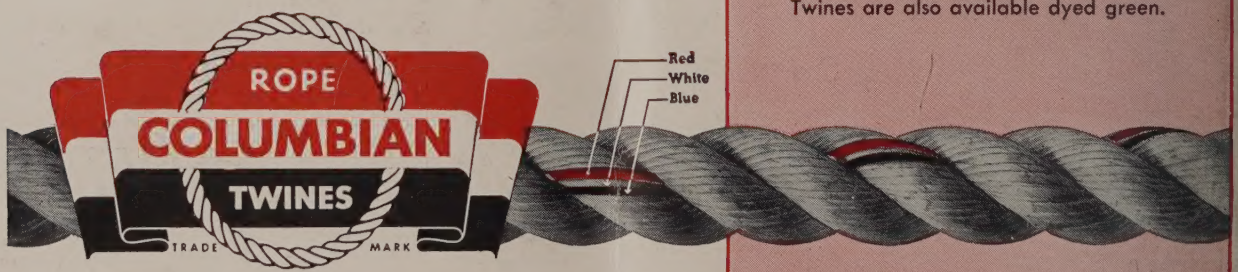

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